STRUCTURE NO. 00708

PONUS RIDGE ROAD

over

ROUTE 15

NEW CANAAN

Supplemental / (Indepth) *Special Inspection*

on

11/25/2011

Inspected by Other - 17

for Area 6

TEAM:	Forwarded to TE3 Ron Jantzen	Date	12/28/2011
TE3:	Reviewed by TE3 Ron Jantzen	Date	12/28/2011
	BMM Required	No	
	Town Bridge	No	
	Rating <= 5 (Items 58,59,60 or 62)	Yes	
	Rating Change 2 or More Values	No	
	Forwarded to Supervisor Sandra Dumas	Date	12/28/2011
	Forwarded to "To Be Copied Drawer" ☐	Date	
	Date BRI-19 Entered	12/28/2011	
SUPERVISOR:	Reviewed by Supervisor SDumas	Date	1/22/12
SUPPORT:	Date Copies Made 2/15/12	BMM No	trans
	Scanned By: PHD	Date Scanned	2/15/12 PDF Box No

NBI: Yes

State of Connecticut
Department of Transportation
Bureau of Engineering and Construction

Inspection Report Transmittal Form
Form BRI-27, Rev. 8/09

Structure No.	00708	**Town**	New Canaan
Inspection Date	11/25/2011	**Inspectors**	R Jantzen

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Flagging Memos			
PONTIS Element Data Collection Form			
Plan Sheets	Already on File	X	

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Comments:

Photos are in set of 30 (15 pages) and a set of 6 (3 pages) from a follow-up day. Field notes include 6 pages of sketches and 2 pages on estimated ADT.

Bridge Number **00708**

Inspected By: R Jantzen &

Sufficiency Rating 75.80
Previous Inspection Date 7/12/2010

BS&E Received ☐ Data Entry By: RDJ
Copies Made ☐ Data Entry Date: 12/28/2011

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BRIDGE SAFETY & EVALUATION

STRUCTURE EVALUATION

SHEET 1 OF 2 FORM BRI-19 REV 10/00

SHEET 1 OF 41

Supplemental

90) Inspection Date	Inspection Team	91) Frequency	Class:
11/25/11	9	24	01

Indepth Insp	Deck Survey	Access	Flagman
2/3/2004 11/25/11	1/1/1900	0	

CRITICAL FEATURE INSPECTIONS

	Type	Frequency	Team	Date
Fracture:				
Uwater:				
Special:				11/25/2011

RED FLAG ☐

IDENTIFICATION

Bridge Name
Town Name NEW CANAAN Town Code 50580
5) Inventory Route:
A) Record Type 1
B) Signing Prefix 5 City Street
C) Level of Service 0 None of the bel
D) Route Number 00000
E) Directional Suffix 0 NA
6) Feature Intersected ROUTE 15
7) Facility Carried: PONUS RIDGE ROAD
9) Location 1.0 MI S OF ROUTE 106
11) Milepoint 0.33 Miles
16) Latitude 41deg 7 min .00 sec
17) Longitude 73deg 31 min 6.00 sec
98) Border Bridge:
A) State Code
B) Percent Responsibility %
C) Border Town Name
99) Border Bridge Structure No

STRUCTURE TYPE AND MATERIAL

43) Structure Type, Main:
A) Material 1 Concrete
B) Design Type 7 Frame (except frame
44) Structure Type, Approach:
A) Material 0 Other
B) Design Type 0 Other
45) Number of Spans, Main Unit 1
46) Number of Approach Spans 0
107) Deck Structure Type N Not Applicable
108) Wearing Surface/Protective System:
A) Type of Wearing Surface N Not Applicable
B) Type of Membrane N Not Applicable
C) Type of Deck Protection N Not Applicable

AGE AND SERVICE

27) Year Built 1937
106) Year Reconstructed
42) Type of Service:
A) On 1 Highway
B) Under 1 HIGHWAY
28) Number of Lanes:
A) On 2
B) Under 4
29) Average Daily Traffic 2280
AND 3%
Half ADT?: No
109) Percent Truck
30) Year of ADT 2009
19) Bypass, Detour Length 2miles

GEOMETRIC DATA

48) Length of Max Span 65ft
49) Structure Length 65ft
50) Curb or Sidewalk Widths:
A) Left 1.1ft
B) Right 1.1ft
51) Brg Rdwy width,curb-curb 30.0ft
52) Deck Width, Out-Out 35.5ft
32) Approach Roadway Width 23ft
33) Bridge Median 0 No Median
Deck Area 2298 sqft
34) Skew Angle 14deg
35) Structure Flared 0
10)Inv. Rte. Min. Vert Clearance 99ft 99in
47) Log Inv. Rte. Total Horiz Clr.: 30.0ft
47) RLog Inv. Rte. Total Horiz. Clr.: 0ft
53) Min Vert Clearance Over Bridge 99ft 99in
54) Min Vert Under Clearance H Ref 12ft 8in Ref
55) Min Lat Under Clearance on Right H Ref 3.0ft Ref
56) Min Lat Under Clearance on Left 1.8ft

BRIDGE COMMENTS

Project No. 0135-0270: Proposed Resurf/Safety Improvements CT 15 Stamford to New Canaan.
Item 29 & Item 30 - Estimated ADT for 2006 (last unestimated ADT of 1900 dated 1988). rdj 9/15/06
Route 15 is posted at all entrence ramps for vertical and weight restrictions to maintain "Parkway" appearance. (JCK)

Item 29 & Item 30 - Est. ADT for 2011 (last unestimated ADT of 2700 dated 2008 from New Canaan ADT map) RDT 12/28/11
Item 49 & 52 verified in field in 2011 RDT 12/28/11

STRUCTURE EVALUATION

SHEET 2 OF 2 FORM BRI-19 REV 10/00

SHEET 2 OF 41

Bridge Number	00708
NBIS Length	Yes 65
Town Name	NEW CANAAN
Facility Carried	PONUS RIDGE ROAD
Feature Crossed	ROUTE 15

Inspected By: R Jantzen &

CLASSIFICATION

112) NBIS Bridge Length	Yes	
104) Highway System	0	Off System
26) Functional Class	16	Urban Minor Arterial
100) Defense Highway	0	Route is not a STRAHNET Route
101) Parallel Structure	N	No parallel structure exists
102) Direction of Traffic	2	2-way traffic
103) Temporary Structure		
110) Designated National Network	0	Not on national network
20) Toll	3	On Free Road
21) Maintain	1	State Highway Agency
22) Owner	1	State Highway Agency
Report Class	S	STATE
37) Historical Significance	1	On National Register

WATERWAY

DrainageBasinCode	
38) Navigation Control	
39) Navigation Vert Clr.	
116) Vert-Lift Brg Nav Min	
111) Pier Abutment Protection	
40) Navigation Horiz Clr.	

PROPOSED IMPROVEMENTS

75A) Type of Work Proposed		
75B) Work Done By		
76) Length of Struct. Improvement		ft
94) Bridge Improvement Cost	$	
95) Roadway Improvement Cost	$	
96) Total Project Cost	$	
97) Year of Improvement Cost Est.		
114) Future ADT		115) Year Future ADT

List No. PR Project No. 0135-0270 Advertised 1/16/2013

POSTED SIGNS & UTILITIES

Other Posted Signs 1	0	Blank			
Other Posted Signs 2	0	Blank			
Actual P.L. Single Unit Truck		tons	Actual P.L. 4Axle Truck		tons
Rec. P.L. Single Unit Truck		tons	Rec. P.L. 4Axle Truck		tons
Actual P.L. Semi-TrailerTruck		tons	Actual P.L. 3S2 Truck		tons
Rec. P.L. Semi-TrailerTruck		tons	Rec. P.L. 3S2 Truck		tons
Rec. P.L. All Vehicles		tons	Actual P.L. All Vehicles		tons
Posted Vert Clearance On Bridge		ft in			ft In
Posted Vert UnderClearance		ft in			ft In
Posted Speed Limit	25	mph			mph
Utility					

LOAD RATING AND POSTING

31) Design Load	4	Evaluation Code	L
63) Operating Rating Type	1	Year of Evaluation	2002
64) Operating Rating	149.7	70) Bridge Posting	5
65) Inventory Rating Type	1	41) Structure Status	A
66) Inventory Rating	89.8		

CONDITION

		Rating	By
58) Deck	N	N	RDJ
59) Superstructure	5	4	RDJ
60) Substructure	7	6	RDJ
61) Channel & Chan. Protection	N	N	RDJ
62) Culverts	N	N	RDJ

APPRAISALS

	Rating	By
67) Structure Evaluation	4	RDJ
68) Deck Geometry	4	RDJ
69) Under Clear Vert & Horiz	2	RDJ
71) Waterway Adequacy	N	RDJ
72) Approach Rdwy Alignment	6	RDJ
113) Scour Critical		

Items 58 Thru 72 Checked By:

36) Traffic Safety Features:

A) Bridge Railings	0	0
B) Transitions	0	0
C) Approach Guardrail	0	0
D) Approach Guardrail End	0	0

OTHER FEATURES

Fence Required	Yes		Barrel Ladder	No	
Fence Present	No		Stand Pipes	No	
Fence Height	0.0	ft	Cat Walks	No	
Fence Type			Movable Inspection System	No	
Fence Material			Loose Concrete Checked?	Yes	
Fence Top Type					

INSPECTION COMMENTS

Proposed Next Indepth Insp Year	2014
Senior	Parviz Mirzaee
Supervisor	Theodore Lapierr

REVIEWED BY: R Jantzen Date 12/28/2011

Ronald Jantz

BRIDGE NUMBER	TOWN NAME	NBIS BRG LGTH
00708	NEW CANAAN	True 65
FACILITY CARRIED	FEATURE CROSSED	
PONUS RIDGE ROAD	ROUTE 15	

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGE SAFETY EVALUATION

INVENTORY ROUTE UNDER STRUCTURE EVALUATION

FORM BRI-25 REV 10/00

INSPECTED BY: R Jantzen

REVIEWED BY: DATE:

IDENTIFICATION

DESCRIPTION: Route 15 is posted at all entrence ramps for vertical and weight restrictions to maintain "Parkway"

5) INVENTORY ROUTE:

A) RECORD TYPE	2	
B) ROUTE SIGNING PREFIX	3 State Highway	
C) DESIGNATED LEVEL OF SERVICE	1 Mainline	
D) ROUTE NO.	00015	
11) MILE POINT (INV RTE)	12.29	

AGE & SERVICE

+ 28B) NUMBER OF INV.ROUTE LANES	4		
* 29) ADT (INV. RTE)	66000	67200	
* 109) TRUCK ADT % (INV.RTE)	1		
* 30) YEAR OF ADT (INV. RTE)	2009	2010	
* 41) INV ROUTE OPERATIONAL STATUS	R Posted for other load-ca		
19) BYPASS DETOUR LENGTH	3 Miles		

GEOMETRIC DATA

+ 10) INV. RTE. MIN. VERT. CLEARANCE	14 ft 5 in	ft in
+ 47) LOG INV. RTE. TOTAL HORIZ CLR.	228 ft	ft
+ 47) RLOG INV. RTE. TOTAL HORIZ CLR.	29.2 ft	ft
+ LOG MIN VERT CLR OVER INV ROUTE	12 ft 2 in	ft in
+ RLOG MIN VERT CLR OVER INV ROUTE	12 ft 10 in	ft in
+ 55) MIN LAT UNDERCLR ON RIGHT	H 3 ft	ft
+ 56) MIN LAT UNDERCLR ON LEFT	1.8 ft	ft

CLASSIFICATION

26) INV. RTE. FUNCT CLASSIFICATION	12	Urban Principal Arterial -	
100) DEFENSE HIGHWAY DESIGNATION	0	Route is not a STRAHNE	
** 102) DIRECTION OF TRAFFIC	2	2-way traffic	
104) HIGHWAY SYSTEM OF INV. ROUTE	1	On System	
110) DESIGNATED NATIONAL NETWORK	1	On national network	

POSTED SIGNS

+ POSTED VERT. CLR UNDER BRIDGE 0ft 0in ft in

COMMENTS:

Geometric data not verified for Rte 15 at the 2011 supplemental inspection. RDS 12/28/11 during RDS 12/28/11

* FILL OUT ON EVERY INSPECTION 29, 109, 30, 41

\+ VERIFY EVERY INSPECTION 28B, 10, 47, 53, 55, 56 & POSTED VERT CLEARANCE UNDER THE BRIDGE

** MUST BE FILLED OUT OR VERIFIED ON THE FIRST INSPECTION MADE BASED ON THE NEW FHWA GUIDE 102

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Connecticut Department of Transportation

Bridge Inspection Report BRI-18

Bridge #: 00708 **Inspection Date: 11/25/2011**

Inspection Type:	Routine	**Previous Inspection Date:**	7/12/2010	**Snooper Required:**	No
Inspection Performed By:	Others	**Feature Carried:**	PONUS RIDGE ROAD	**Snooper Used:**	No
Town:	NEW CANAAN	**Feature Intersected:**	ROUTE 15	**Year Built:**	1937
Location:	1.0 MI S OF ROUTE 106	**Main Design:**	Frame (except frame culverts)	**Year Rebuilt:**	-
Main Material:	Concrete				

Visits

Visit Date:	Temp:	Start Time:	End Time:
11/25/2011	60	11:55:00 AM	2:10:00 PM
11/30/2011	46	10:45:00 AM	12:20:00 PM
12/23/2011	45	10:05:00 AM	12:15:00 PM

Inspectors:

Inspector:	Task:
R. Jantzen	Senior Engineer

DECK: This is a supplemental inspection done to verify overall ratings. Inspection was limited to ground access and binoculars. Minor elements were not inspected in detail.

Overall Rating: P

	Rating	
OVERLAY:	6	Overlay - Concrete paving slabs and bituminous wearing surface over solid concrete frame. Structure has no fill between abutment joints. (See "Additional Notes" below) Calculated depth of bituminous overlay is 6 IN to 6-1/4 IN. See curb reveal and engineer comments in "Additional Notes". Bituminous overlay shows transverse and longitudinal cracks at random locations, typically 6 FT to 10 FT in length and hairline to 1/16 IN open. There are several longitudinal and transverse cracks and one random crack up to 25 FT long and 1/8 IN to 3/16 IN open. These cracks are primarily at the NE corner of the span. The longitudinal crack along the centerline of roadway extends 3/4 of the way between the abutments. Many longitudinal cracks coincide with the joints between the paving slabs, located approximately at 5 FT from the curbs and at the centerline. A 6 IN wide band of braided longitudinal hairline cracks is located 3 FT off the west curb and extends nearly abutment to abutment.

		A 3 FT wide band of medium raveling runs full length of the curb on both east and west sides. The overall number and density of cracks is high enough at the north end of the span as to create a large interconnected pattern of cracking. A 12 IN diameter bituminous patch is located in the northbound travel lane between the south abutment and mid-span. Along both curbs there is grass growth, heavy at random locations, and a heavy build up of leaves.
DECK-STR. CONDITION:	N	Per CT. BRIDGE INSPECTION MANUAL: When approach paving is carried across the top of the deck there is no deck and overall rating will be "N".
CURBS:	5	Concrete curbs / rail bases- Both curbs show minor hairline cracks and light scale through-out. Many hairline cracks on the inside vertical face extend across the top of curb and down the outside face but do not penetrate into the frame fascias or wing walls. Both curbs show cracks on the inside face that extend across the curb and connect with significant cracks in the frame fascias and wing walls. Widths for these significant cracks on the inside curb face vary, from 0.013 IN up to 1/32 IN at the NE (near A-2) for the east curb, and from 0.20 IN up to 1/8 IN at the NW (near A-2) for the west curb. East curb has several areas of severe scale up to 6 IN high x 5 IN deep (total 19 LF). West curb has an isolated area of severe scale near the south abutment (4 LF x 1 IN deep). Curb reveal at east curb is 6 IN typical. Curb reveal at west curb is typically 5-1/2 IN to 6 IN.
MEDIAN:	N	-
SIDEWALKS:	N	-
PARAPET:	N	-
RAILING:	6	Concrete balustrade type- Railing generally shows minor hairline to slightly open cracks at random locations and extensive areas of light scale. There is a severe scale area at the northeast near A-2 @ 4 FT. long x 6 IN high x 2 IN deep. Heavy vine overgrowth is occurring at all four wing walls. The vine overgrowth extends 5FT to 10 FT out towards midspan at the NE and NW corners, and extends out 35 FT toward midspan at the southeast.
PAINT:	N	-
FENCE:	N	-
DRAINS:	N	-
LIGHTING STANDARD:	N	-
UTILITIES	N	-

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TYPE/SIZE:		
CONSTR JOINTS:	N	The longitudinal construction joint is discussed as part of the frame intrados in the "Superstructure" section below.
EXPANSION JOINTS:	4	There are deck end joints in the concrete curbs / railbases at A-1 and A-2, but there are no formal joints in the bituminous overlay. The transverse joints between the concrete pavement slabs have been paved over at both of those locations. There are full width transverse cracks in the bituminous overlay at both A-1 and A-2 that coincide with the deck end joints in the curbs. The transverse cracks are up to 1 IN open at A-1 (south abutment) and up to 1/2 IN open at A-2 (north abutment). There is grass growing in the transverse crack at A-1, SE corner.

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59. SUPERSTRUCTURE:	This is a supplemental inspection done to verify overall ratings. Inspection was limited to ground access and binoculars. Minor elements were not inspected in detail.	Overall Rating:	4

	Rating	
BEARING DEVICES:	N	-
STRINGERS:	4	Concrete Rigid Frame, Frame Slab Fascias- The concrete frame is solid. There is no fill or ballast, and therefore, there are no spandrel walls to hold the fill. Frame fascias exhibit vertical / diagonal cracking with heavy efflorescence in the negative moment tension zones at all four corners (2 cracks @ NW, 2 @ SW, 2 @ SE and 1 @ NE). These cracks are structural in nature and extend into and across the curbs / railbases. See engineer's notes in "Additional Comments". East fascia at the north end exhibits 39 SF of severe scale (overall dimensions 12 FT long x 4-1/2 FT high x 3 IN to 8 IN deep). The scale area shows heavy active leakage and heavy efflorescence with stalactite candles. Significant efflorescence is building up on the roadway below. East fascia at the south end exhibits 19.5 SF of severe scale (overall dimensions 10-1/2 FT long x 3-1/2 FT high x 3 IN to 4-1/2 IN deep). The scale area shows active leakage and heavy efflorescence with stalactite candles. Some efflorescence is building up on the roadway below. West fascia at the mid-span over Rte 15 NB left lane exhibits 5.5 SF of severe scale (overall dimensions 5 FT long x 2 FT high x 3 IN deep). Frame fascias at NE, SE and SW corners and at west fascia mid-span also exhibit scattered horizontal and diagonal hairline cracks and areas of map hairline cracking adjacent to structural cracks and areas of severe scale. The east fascia shows heavy vine overgrowth for 35 LF from south leg to midspan.
GIRDERS:	4	Concrete Rigid Frame, Frame Slab- Frame slab extrados is not visible due to pavement slabs and bituminous overlay. Ratings based on condition of frame slab intrados / soffit. Frame slab has a full length longitudinal construction joint at the bridge centerline. The joint is in the slab only and does not extend into the frame legs. This construction joint is not indicated in the original plans. ***The longitudinal joint exhibits light to moderate leakage stains and efflorescence for 16 LF near the south leg (A-1). ***The longitudinal joint exhibits heavy leakage stains and heavy efflorescence with stalactite candles for 16 LF near the north leg (A-2). ***The longitudinal joint exhibits leakage stains and 43 SF of spalling with exposed rebar for 30 LF in the mid-span area. Spalls range from 1 FT long x 1/2 FT wide and 1 rebar exposed up to 11 FT long x 1-1/2 FT wide and 4 rebar exposed. Rebar generally shows heavy laminar rust and significant section loss but due to limited access no details are available. ***In some spalls along the joint, the rebar were painted with a protective coating in the past, but the coating is now flaking off in places and rust

		bleeding through in other locations. In addition, the spalls have now extended beyond the painted area and have exposed extensive new areas of rusted rebar. The frame slab soffit shows 2 isolated spalls: 1 x 1 SF located over Rte 15 NB right lane near the east fascia, and 1 x 1 SF located over Rte 15 SB left lane near the west fascia. The frame slab soffit shows large areas in the mid-span area up to 12 FT long x 18 FT wide of map cracking with dampness and / or efflorescence along the cracks and general stains and discoloration. In some locations there are stalactite candles. The frame slab soffit shows large areas in the mid-span area up to 8 FT long x 9 FT wide of map cracking with dampness but w/o efflorescence along the cracks as well as general stains and discoloration. The frame slab soffit shows one area along the longitudinal joint up to 18 FT long x 2-1/2 FT wide of braided longitudinal cracking with dampness and / or efflorescence along the cracks and general stains and discoloration. In some locations there are stalactite candles. There is an isolated point source of efflorescence and active leakage near the south leg. Total area of spalls is 45 SF. Total area of map cracks with efflorescence and / or dampness is 773 SF. Total deterioration on the frame slab soffit is 818 SF or 31% of total deck area. The frame slab soffit also shows large areas near the south and north legs up to 16 FT long x 16-1/2 FT wide of stains, discoloration and latent (i.e. potential future) map cracks. Total area of discoloration and latent cracks is 824 SF or 31% of overall deck area.
FLOOR BEAMS:	4	Concrete Rigid Frame, Frame Legs / Stems- The frame legs show scattered vertical and horizontal hairline cracking, some with light efflorescence, and extensive areas of light scale. South frame leg (at Abutment-1) exhibits a full height vertical crack 10 FT high x 0.20 IN open with active leakage and heavy efflorescence. Crack extends from top of brush wall to the center line construction joint of frame slab. North leg shows a full height vertical crack 10.6 FT high x 1/8 IN open with very heavy active leakage and heavy efflorescence. Crack extends from top of brush wall to the center line construction joint of frame slab. North leg shows two areas of severe scale along the open vertical crack: ***One area @ 12 IN high x 7 IN x 2 IN deep at the top of crack adjacent to the frame slab ***Other area @ 9 FT high x 7 IN wide x 6 IN deep adjacent to the top of the brush wall. North frame leg in the larger area of severe scale has a vertical rebar exposed 4 FT high with heavy laminar rust and section loss. The exposed rebar shows 38% section loss with 11/16 IN diameter remaining of original 7/8 IN diameter. North frame leg, east end face shows a horizontal hairline crack 18 IN long located 2 FT below the springline.
TRUSSES-GENERAL:	N	-
TRUSSES-PORTALS:	N	-

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TRUSSES-BRACING:	N	-
PAINT:	N	-
RUST:	N	-
MACHINERY MOV SPAN:	N	-
RIVETS & BOLTS:	N	-
WELDS - CRACKS:	N	-
TIMBER DECAY:	N	-
CONCRETE CRACKING:	4	See comments under "Stringers", "Girders" and "Floorbeams" above.
COLLISION DAMAGE:	7	Area of scrapes 6 FT long x 12 FT wide is located over the northbound right travel lane (SE corner).
MEMBER ALIGNMENT:	8	-
DEFLECT. UNDER LOAD:	N	Normal.
VIBRATION UNDER LOAD:	N	Normal.
STAND PIPES:	N	-
BARREL LADDERS:	N	-

ARE BARREL LADDERS OSHA COMPLIANT? -

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60. SUBSTRUCTURE: This is a supplemental inspection done to verify overall ratings. Inspection was limited to ground access and binoculars. Minor elements were not inspected in detail.

Overall Rating: 6

	Rating	
ABUTMENTS-STEM:	N	Concrete rigid frames have no abutments as such. The frame legs take distributed moments from live loads and are considered part of the superstructure. See comments under "Floorbeams" above.
ABUTMENTS-BACKWALL:	6	No backwalls. Concrete jersey shaped brush walls- The brush walls are not part of original construction and are non-structural. The south brush wall (at base of south leg) has 9 full height vertical hairline cracks and 1 partial height hairline crack. Some cracks exhibit efflorescence. The south brush wall has a small corner spall 4 IN long x 4 IN wide x 3 IN deep at the east end. The south brush wall has a large spall 5 IN long x 12 IN high x 3/4 IN deep with an adjacent horizontal crack 5 IN long x 1/32 IN open located near the east end. The north brush wall (at base of north leg) has 7 full height vertical hairline cracks and 2 partial height hairline cracks.

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ABUTMENTS-FOOTINGS:	N	Not visible.
ABUTMENTS-SETTLEMENT:	8	No indications of settlement noted.
ABUTMENTS-WINGWALLS:	6	Concrete wing walls and corner pylons- All wing walls and pylons show areas of light scale. All wing walls show heavy vine overgrowth limiting observation. In addition, access to wing walls is limited by heavy growth of brambles, briars and brush. NW wing wall exhibits a vertical crack, full height x 1/32 IN open, with heavy efflorescence. The crack extends into and across the curb / railbase. There is also an adjacent horizontal hairline crack with efflorescence on the outside face of the railbase. The NW pylon shows 2 vertical hairline cracks x 12 IN high at the base (one with efflorescence), and 2 horizontal hairline cracks x 24 IN long in lower half of the pylon. The NW pylon has 1 horizontal hairline crack x 18 IN long with heavy efflorescence and a large adjacent spall 4 IN long x 10 IN high x 1 IN deep located in lower half of the pylon. The NW pylon also has a horizontal construction defect 18 IN long in lower half of the pylon. The defect is not a crack. The SW wing wall has a full height vertical / diagonal hairline crack. The crack extends into and across the curb / railbase. The SW wing has a vertical crack, full height x 1/16 IN open, with efflorescence and a large adjacent spall 7 IN long x 12 IN high x 2 IN deep. The crack extends into and across the curb / railbase. The SW wing shows a spall with exposed rebar, 3 IN long x 6 IN high x 3/4 IN deep. The rebar was painted with a protective coating in the past but the coating has failed and the rebar is heavily rusted. The SE wing wall has 1 vertical hairline crack x 30 IN high and 1 vertical hairline crack x 8 FT high. The NE wing wall shows has 1 vertical hairline crack x 6 FT high and 1 nearby vertical hairline crack x 12 IN high. The NE wing wall has a large spall, 9 IN long x 12 IN high x 2 IN deep, with active leakage and heavy efflorescence.
PIERS/BENTS-CAPS:	N	-
PIERS/BENTS-PILE BENT:	N	-
PIERS/BENTS-COLUMNS:	N	-
PIERS/BENTS-FOOTING:	N	-
PIERS/BENTS-SETTLMT:	N	-
EROSION-SCOUR:		

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	N	-
CONCRETE CRACK-SPALL:	7	See above comments.
STEEL CORROSION:	N	-
PAINT:	N	-
TIMBER DECAY:	N	-
COLLISION DAMAGE:	8	-
DEBRIS:	N	-

61. CHANNEL & CHANNEL PROTECTION: - **Overall Rating:** N

62. CULVERTS & RETAINING WALL: - **Overall Rating:** N

65. APPROACH CONDITION This is a supplemental inspection done to verify overall ratings. Inspection was limited to ground access and binoculars. Minor elements were not inspected in detail. **Overall Rating:** 4

	Rating	
APPROACH SLAB:	5	Concrete approach slab- Approach slab is paved over. The approach slab is considered to occupy the space between the wing wall curbs and railings. The slab appears to have same configuration as the concrete pavement over the bridge w/ 2 x 10 FT wide travel lane slabs and 2 x 5 FT wide shoulder slabs. Ratings are based on condition of the bituminous overlay. South approach slab- ***South approach slab overlay shows several longitudinal cracks up to 15 FT long x 1/4 IN open. These cracks roughly coincide with the joints between the concrete pavement slabs at 5 FT from the curbs. ***Overlay also shows several short (3 FT to 5 FT long) transverse cracks open 1/16 IN to 1/4 IN that intersect the longitudinal cracks. ***At the SW corner (near A-1) the approach overlay exhibits a random crack approximately 15 FT long x 1/2 IN open. ***Near the south end of the wing wall railings there is a full width transverse crack up to 1 IN open. ***At the south end of the SW wing wall railing there is a transverse crack 15

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		FT long x 1 IN open. ***A 3 FT wide band of medium raveling runs full length of the curb on both east and west sides North approach slab- ***North approach slab overlay shows several longitudinal cracks up to 30 FT long x 1/4 IN open. Most of these cracks coincide with the joints between the concrete pavement slabs at 5 FT from the curbs. ***There are several short transverse cracks open 1/16 In to 1/8 IN across the roadway centerline. ***There is a single transverse crack near the north end of the NE wing railing that is 5 Ft long x 1/4 IN wide. ***A 3 FT wide band of medium raveling runs full length of the curb on both east and west sides.
RELIEF JOINTS:	N	-
APPROACH GUIDE RAIL:	3	Single wood post only at both NE and NW ends of railings. SE end has multiple wood posts drilled for 2-WRR but only one cable is present. Cable detached from the post closest to the bridge and is completely slack. Several posts are missing. SW end has multiple wood posts drilled for 2-WRR but no cable is present.
APPROACH PAVEMENT:	6	The bituminous pavement for the approach beyond the wing wall railings shows transverse and longitudinal cracks at random locations up to 1/4 IN open at both north and south approaches.
APPROACH EMBANKMENT:	8	Embankments are well vegetated and stable.

TRAFFIC SAFETY FEATURES

	Rating	
BRIDGE RAILINGS:	Last Inspection: 0 Current: 0	Concrete balustrade railings are un-modified and do not meet current standards.
TRANSITIONS:	Last Inspection: 0 Current: 0	Approach guide rail is not attached to the bridge. Also curbs project out, presenting a blunt end to traffic.
APPROACH GUARDRAILS:	Last Inspection: 0 Current: 0	The 2-WRR guiderail with wood posts does not meet current standards.
APPR. GUARDRAIL ENDS:	Last Inspection: 0 Current: 0	Insufficient flare at ends.

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66. LOAD POSTING

	- Posted Loading -	
SINGLE UNIT (TONS):	Last Inspection: - Current: -	-
SEMI TRAILER (TONS):	Last Inspection: - Current: -	-
4 AXLE (TONS):	Last Inspection: - Current: -	-
3S2 (TONS):	Last Inspection: - Current: -	-
ADVANCE WARNING (Y/N):	-	-
LEGIBILITY:	-	-
VISIBILITY/LOCATION:	-	-

67. MISCELLANEOUS

	Rating	
MIN. VERT. UNDERCLEARANCE:	Last Inspection: 12' 8" Current: -' -"	Min.Vert. Clr. Southbound 12ft. - 8in. Not verified at the 2011 supplemental inspection.
POSTED CLR. UNDER BRIDGE:	Last Inspection: -' -" Current: -' -"	-
POSTED CLR. ON BRIDGE:	Last Inspection: -' -" Current: -' -"	-
ADVANCED WARNING (YES/NO):	No	-
SPEED LIMIT (IF ANY):	Last Inspection: 25 Current: -	-
CHARACTER OF TRAFIC:		Moderate volume, mostly automobiles and a few trucks.
ADDITIONAL NOTES:		Engineer Notes: The concrete pavement slabs on the bridge consist of two 10 FT wide slabs, one on either side of the centerline (travel lane pavement slabs), and two 5 FT wide slabs, one along each curb (shoulder pavement slabs).

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The pavement slabs vary in thickness from 6-5/8 IN at the curb line to 7-1/2 IN at the centerline. The original curb reveal for bare concrete pavement slabs was 12 IN.

The vertical / diagonal cracks noted in the frame slab fascias at the corners are typical for the concrete rigid frames constructed along the Merritt Parkway in the 1930's. Although the plans indicate that the very heavy reinforcing steel (#7 to #9 rebar) was intended to extend across the full width of the structure, investigations at other bridges have found that smaller #4 to #5 rebar were substituted under the curbs and railings. The smaller rebar are unable to resist the stresses applied and cracking results. Although structural in nature, these cracks do not indicate a problem with the load capacity of the structure unless the cracks extend into the area of heavy reinforcement. This would be indicated on this structure by the fascia cracks propagating down to the soffit and connecting with transverse cracks that extend more than 2 FT from the soffit edge.

ADDITIONAL COMMENTS:

Merritt Parkway (Rte 15) is logged south to north. The highway crosses under the structure SW to NE.

Ponus Ridge Road is the structure inventory route and is logged south to north.

Bridge was inspected south to north with south frame leg (Frame stem #1) / south abutment (A-1) lies along Rte 15 northbound and the west fascia is closest to New York state (i.e. in direction of Rte 15 SB). This is in agreement with plans and the previous inspections.

Verified in field during 2011 inspection overall structure length and out-to-out measurements. From paving notch-to-paving notch (measured at joints in curbs since roadway joints paved over) the overall length is 73.7 FT which is in accordance with plans (coded Item 49 as 74 FT). The out-to-out measurement was confirmed as 35.5 FT which is slightly wider than the plans.

Inspectors' Signatures:

1) Ronald D Jantzen Jr — Date: 12/28/2011

2) _____ — Date: ----/----/-----

3) _____ — Date: ----/----/-----

4) _____ — Date: ----/----/-----

P.E. Signature: _____ — Date: ----/----/-----

P.E. #: _____ — Date: ----/----/-----

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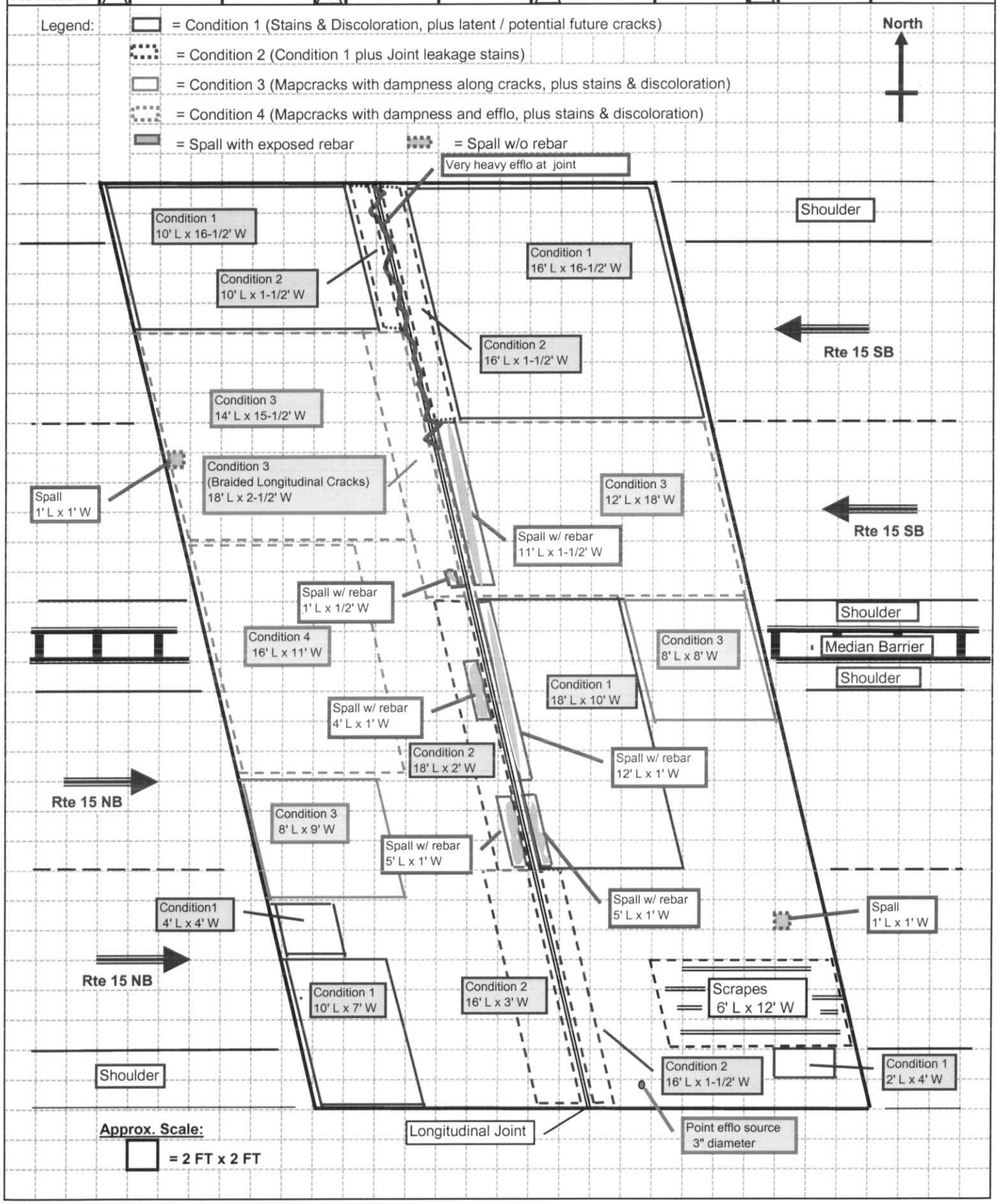
Reviewed by: Donald Jaworski conndot Date: 12/28/2011

BRIDGE NO: 00708	TOWN: New Canaan	ROUTE/STREET: Ponus Ridge Road	DATE PREPARED: 11/25/11
UNIT NO: 1307	TEAM NO: Field Engr	OVER ROUTE/STREET: Route 15	PREPARED BY: R Jantzen
DRAWING TYPE **Deterioration of Frame Intrados (Slab Underside)**			SHEET NO. 1 of 6 16/41

Revision	1 Date	Team	2 Date	Team	3 Date	Team	4 Date	Team



BRIDGE NO: 00708	TOWN: New Canaan	ROUTE/STREET: Ponus Ridge Road	DATE PREPARED: 11/25/11
UNIT NO: 1307	TEAM NO: Field Engr	OVER ROUTE/STREET: Route 15	PREPARED BY: R Jantzen
DRAWING TYPE **Intrados (slab soffit) Deterioration Calculations**			SHEET NO. 2 of 6

Revision	1 Date	Team	2 Date	Team	3 Date	Team	4 Date	Team

Overall Deck Area = out-out x overall length = 35.5' x 74' = 2627 SF

Area of Intrados (slab soffit) = width of intrados x clear span = 34.2' x 65' = 2223 SF

Areas of Deterioration :

Spalls (100% area) -

1' x 1/2' =	1/2 SF
1' x 1' =	1 SF
1' x 1' =	1 SF
4' x 1' =	4 SF
5' x 1' =	5 SF
5' x 1' =	5 SF
11' x 1-1/2' =	16-1/2 SF
12' x 1' =	12 SF
Total SF spalls =	45 SF

Map cracks w/ dampness and / or efflo (100% area) -

1/4 SF (point source of efflo) =	1/4 SF
8' x 8' =	64 SF
8' x 9' =	72 SF
11' x 16' =	176 SF
14' x 15-1/2' =	217 SF
(18' x 2-1/2') - (1' x 1/2' spall) =	44-1/2 SF
(18' x 12') - (11' x 1/2' spall) =	199-1/2 SF
Total SF mapcrack, efflo =	773-1/4 SF

Areas of Discoloration, Stains, and Latent (potential future) mapcracks :

2' x 4' =	8 SF
4' x 4' =	16 SF
10' x 1-1/2 =	15 SF
10' x 7' =	70 SF
10' x 16-1/2' =	165 SF
16' x 1-1/2' =	24 sf
16' x 1-1/2' =	24 SF
16' x 3' =	48 SF
16' x 16-1/2' =	264 SF
(18' x 2') - (5' x 1') - (4' x 1') =	27 SF
(18' x 10') - (5' x 1') - (12' x 1') =	163 SF
Total SF discoloration, stains, latent mapcracks =	824 SF

Percentage stains of overall deck area = 824 SF / 2627 SF = 31.4 %

(Percentage of intrados area = 824 SF / 2223 SF = 37.1 %)

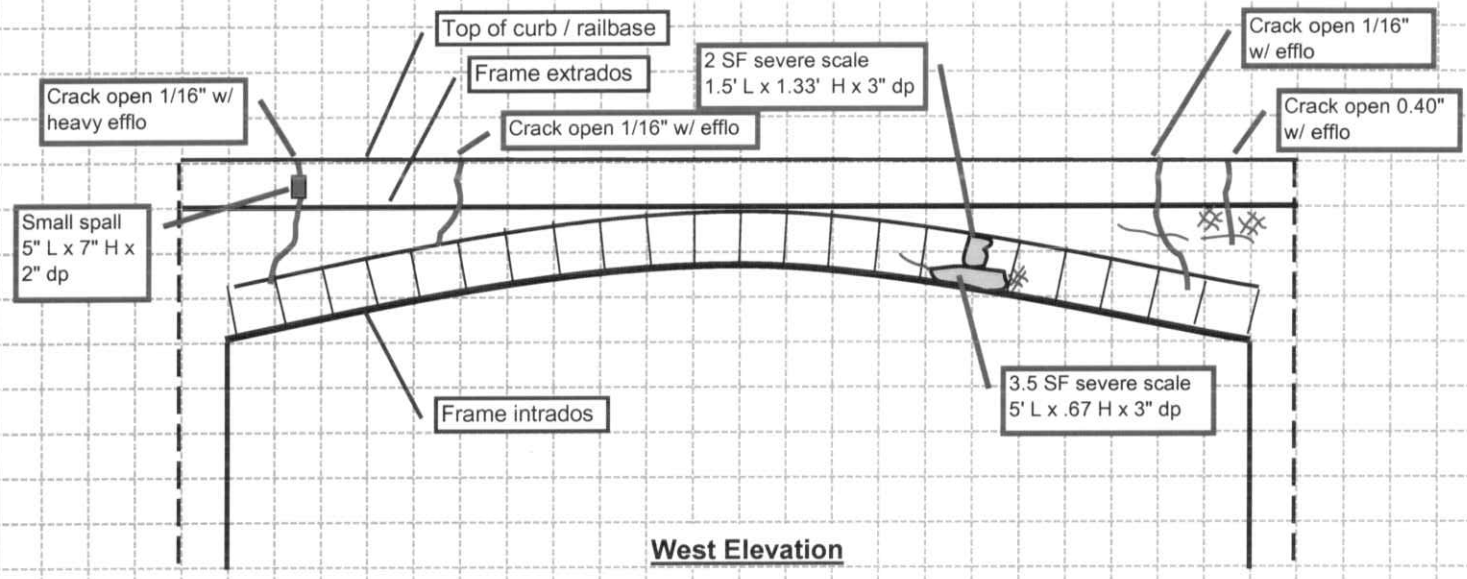
Total deterioration (spalls and mapcracks) = 45 SF + 773.25 SF = **818.25 SF**

Percentage deterioration of overall deck area = 818.25 SF / 2627 SF = **31.1 %**

(Percentage of intrados area = 818.25 SF / 2223 SF = 36.8 %)

BRIDGE NO: 00708	TOWN: New Canaan	ROUTE/STREET: Ponus Ridge Road	DATE PREPARED: 11/25/11
UNIT NO: 1307	TEAM NO: Field Engr	OVER ROUTE/STREET: Route 15	PREPARED BY: R Jantzen
DRAWING TYPE **Deterioration on Frame Fascias**			SHEET NO. 3 of 6

Revision	1 Date	Team	2 Date	Team	3 Date	Team	4 Date	Team



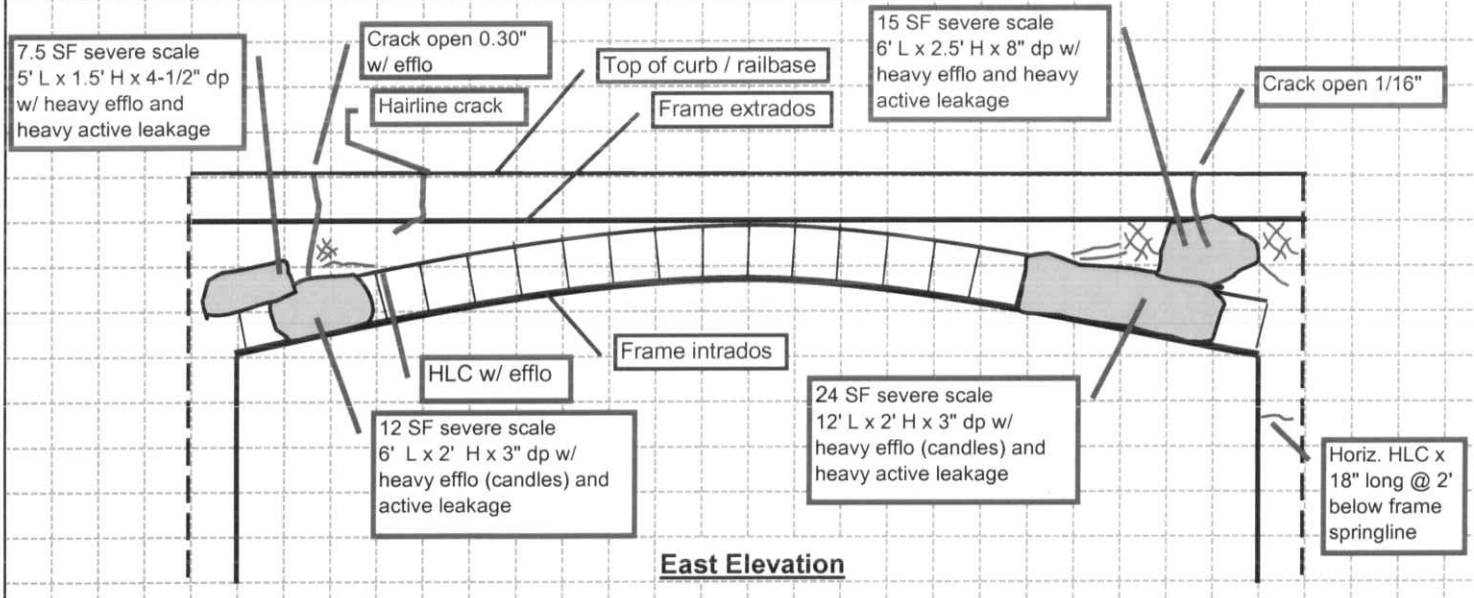
West Elevation

Scale: ☐ **= 3 FT horiz. & 1-1/2 FT vert.**

Total of 5.5 SF severe scale at midspan

Note - Crack widths are measured at the top of the outside edge of the curb / railbase. See callout on Sheet 4, South abutment sketch.

All cracks shown extending into the curb / railbase extend across the curb and down the inside face.



East Elevation

Total of 19.5 severe scale at SE corner.

Total of 39 SF severe scale at NE corner.

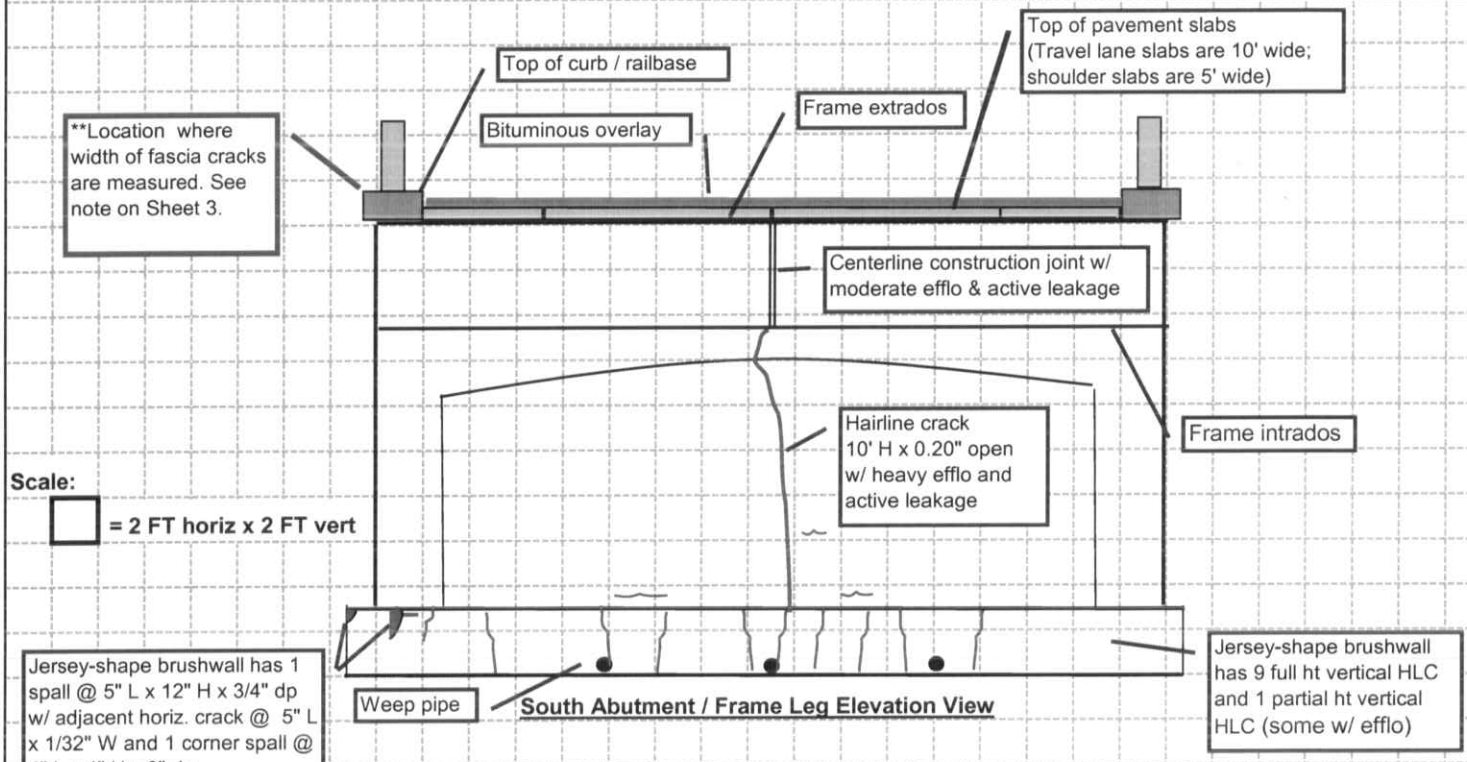
Scale: ☐ **= 3 FT horiz. & 1-1/2 FT vert.**

Note - Crack widths are measured at the top of the outside edge of the curb / railbase. See callout on Sheet 4, South abutment sketch.

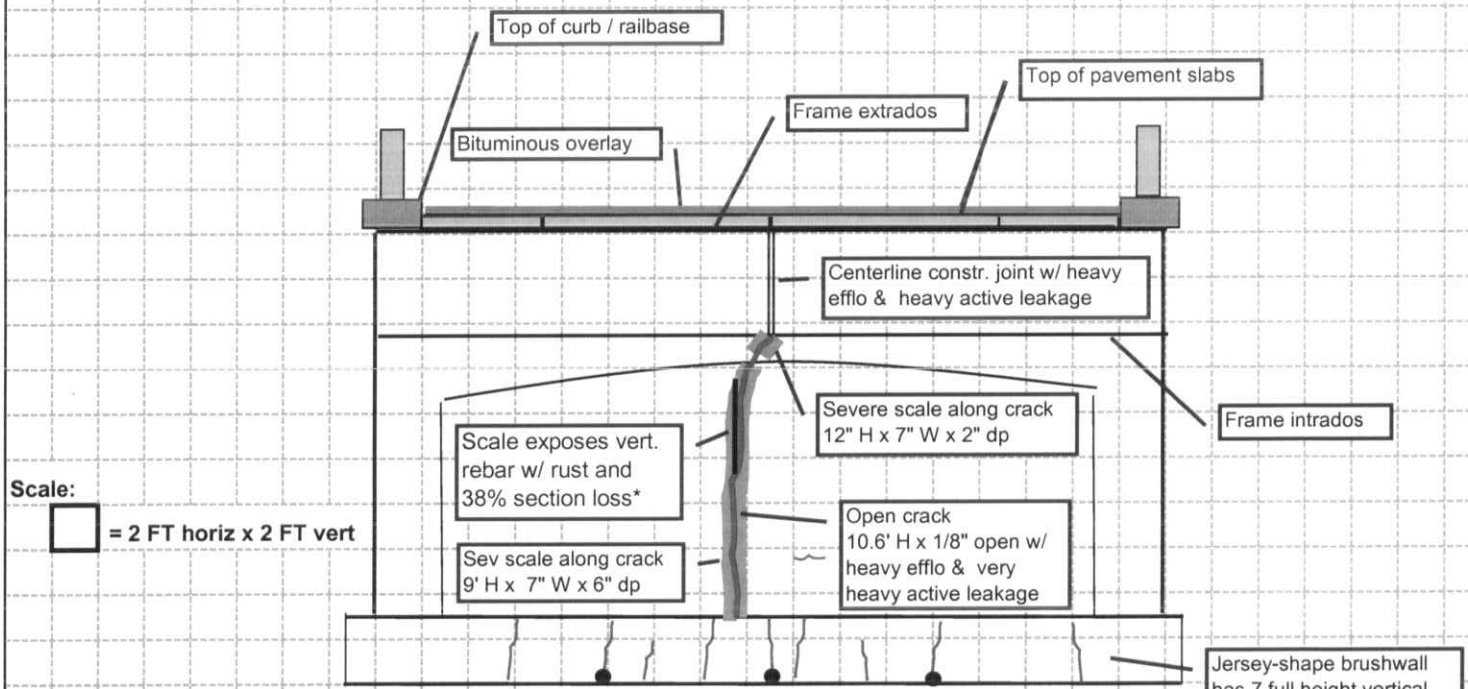
All cracks shown extending into the curb / railbase extend across the curb and down the inside face.

BRIDGE NO: 00708	TOWN: New Canaan	ROUTE/STREET: Ponus Ridge Road	DATE PREPARED: 11/25/11
UNIT NO: 1307	TEAM NO: Field Engr	OVER ROUTE/STREET: Route 15	PREPARED BY: R Jantzen
DRAWING TYPE **Deterioration at Abutments / Frame legs**			SHEET NO. 4 of 6

Revision	1 Date	Team	2 Date	Team	3 Date	Team	4 Date	Team



South Abutment / Frame Leg Elevation View



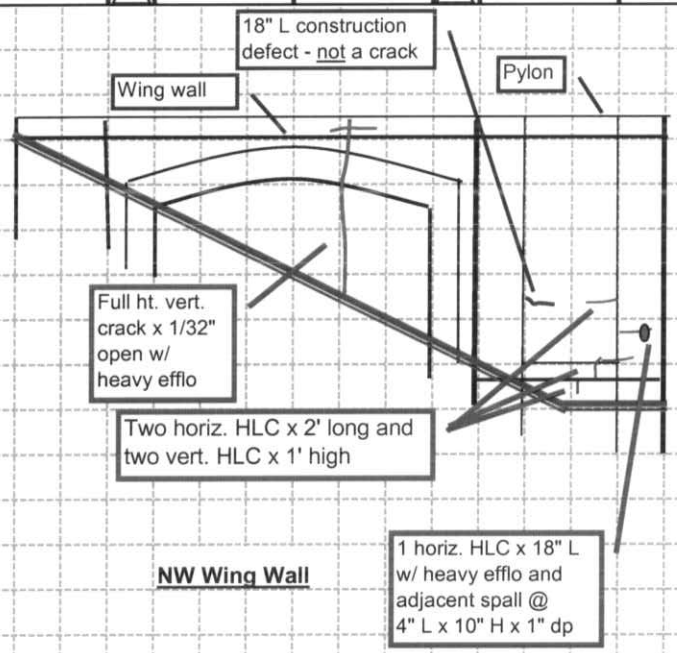
North Abutment / Frame Leg Elevation View

* Scale has exposed one vertical rebar approx 8' high, with heavy laminar rust and section loss.

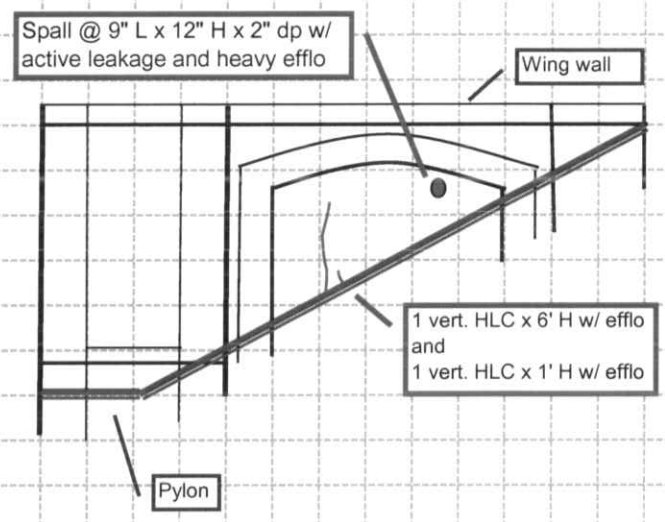
Exposed rebar shows 11/16" dia. remaining of 7/8" dia. original (38% section loss)

BRIDGE NO: 00708	TOWN: New Canaan	ROUTE/STREET: Ponus Ridge Road	DATE PREPARED: 11/25/11
UNIT NO: 1307	TEAM NO: Field Engr	OVER ROUTE/STREET: Route 15	PREPARED BY: R Jantzen
DRAWING TYPE **Deterioration of Wing Walls and Pylons**			SHEET NO. 5 of 6

Revision	1 Date	Team	2 Date	Team	3 Date	Team	4 Date	Team



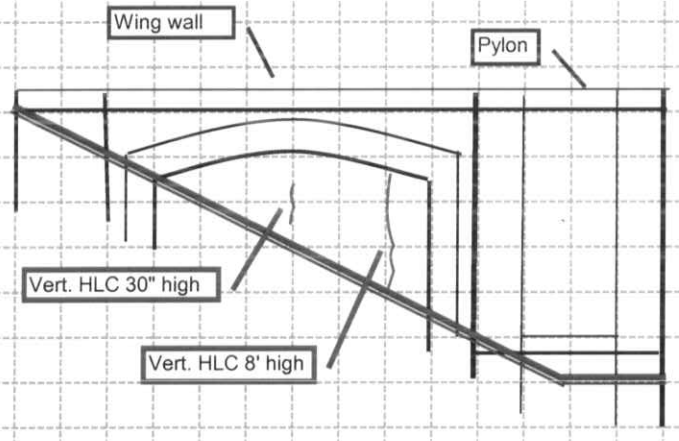
NW Wing Wall



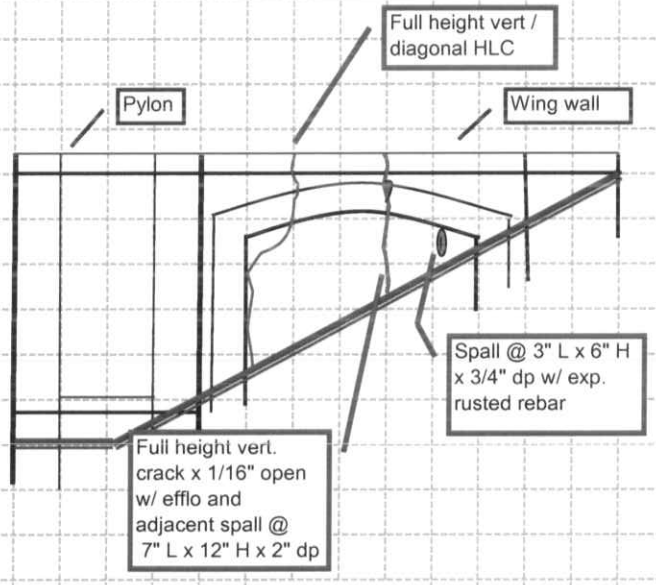
NE Wing Wall

Scale:

= 3 FT horiz x 3 FT vert



SE Wing Wall



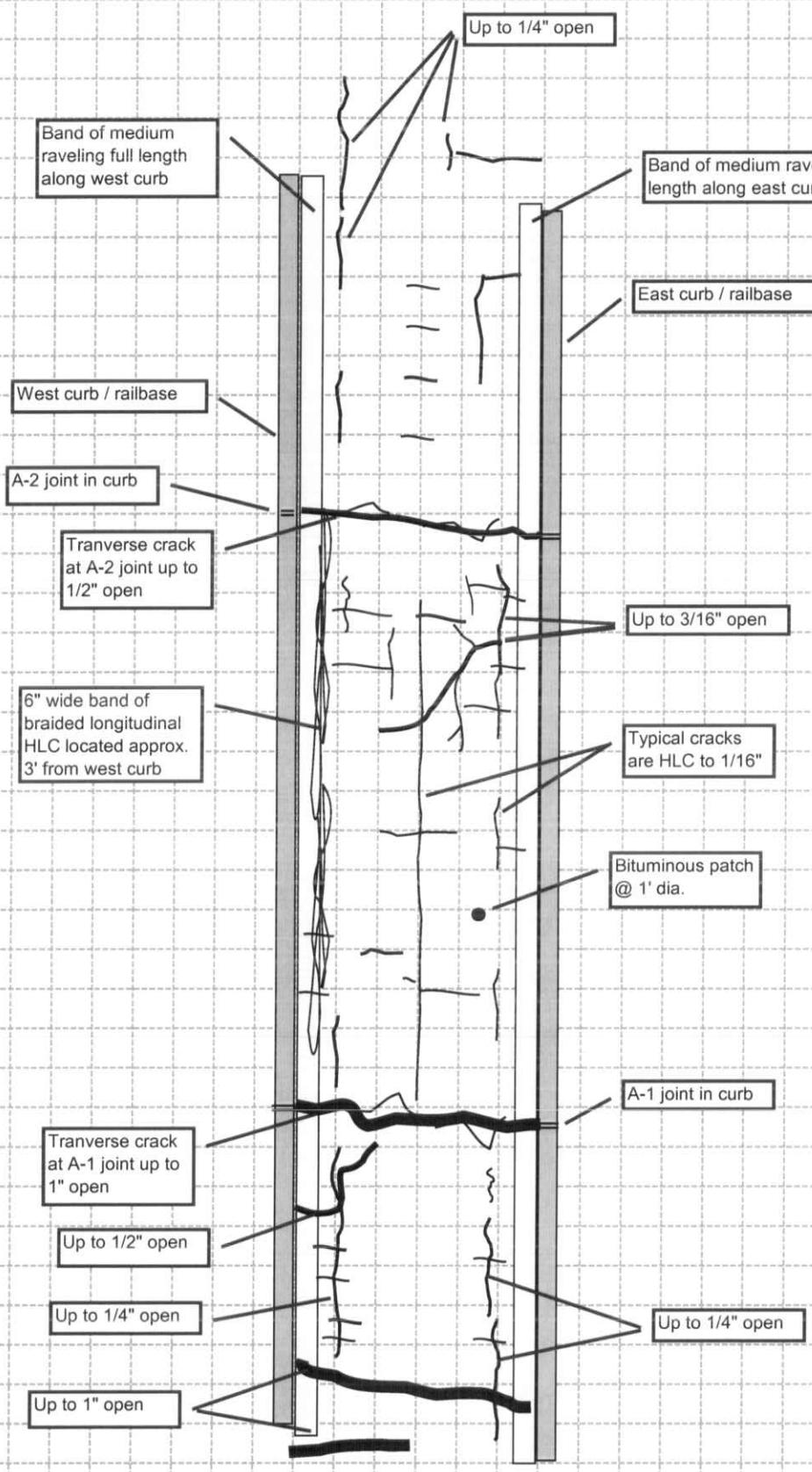
SW Wing Wall

General notes -

1. All wing walls and pylons show large areas of light scale.
2. All wingwalls show heavy vine growth limiting ability to see areas of deterioration. Access to all wings is limited by heavy growth of vines, brambles and brush immeditely adjacent to wing walls.
3. All full height cracks extend across the top of the curb / railbase and down the inside face of the curb.

BRIDGE NO: 00708	TOWN: New Canaan	ROUTE/STREET: Ponus Ridge Road	DATE PREPARED: 11/25/11
UNIT NO: 1307	TEAM NO: Field Engr	OVER ROUTE/STREET: Route 15	PREPARED BY: R Jantzen
DRAWING TYPE **Deterioration of Overlay**			SHEET NO. 6 of 6

Revision	1 Date	Team	2 Date	Team	3 Date	Team	4 Date	Team



North

Scale :

☐ **= 5 FT length x 5 FT width**

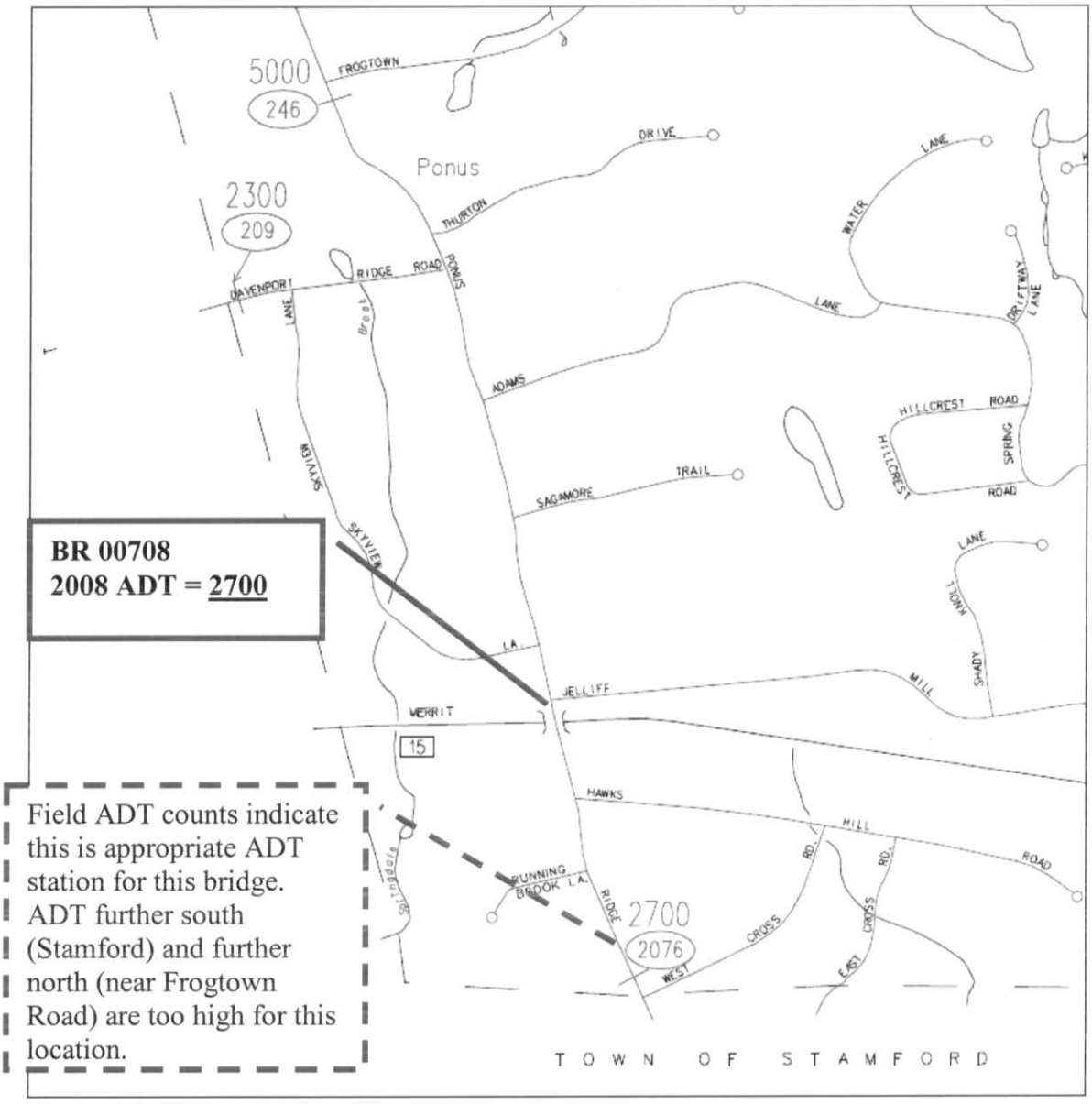
General Notes:

1. Sketch shows pattern of cracking but does not detail every crack.

2. Many longitudinal cracks coincide with the approximate location of the joints between the paving slabs (5' out from each curb and at the centerline of the roadway). See elevation sketch for south abutment / frame leg on Page 4 for additonal notes and cross-section.

BR 00708, Ponus Ridge Rd o/ Route 15, New Canaan 12/23/2011

Estimated ADT for 2011 Using 2008 Hard Count



BR 00708
2008 ADT = 2700

Field ADT counts indicate this is appropriate ADT station for this bridge. ADT further south (Stamford) and further north (near Frogtown Road) are too high for this location.

N

2008 ADT

COUNTED: MAR/APR

NEW CANAAN

CONNECTICUT

BR 00708, Ponus Ridge Rd o/ Route 15, New Canaan 12/23/2011

Estimated ADT for 2011 Using 2008 Hard Count

Calculations for 20111 Estimated ADT

Road classification is "Urban Minor Arterial", use growth rate of 1.1 per 10 years.

Hard count 2008 ADT = 2700

Estimated 2011 ADT = 2700 x 1.03 = 2781; therefore use **2780** as estimated 2011 ADT

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection

Description 1: Looking across bridge from south approach.

Description 2: Transverse crack in overlay at south deck / frame edge. Crack aligns with joint in curb / railbase.

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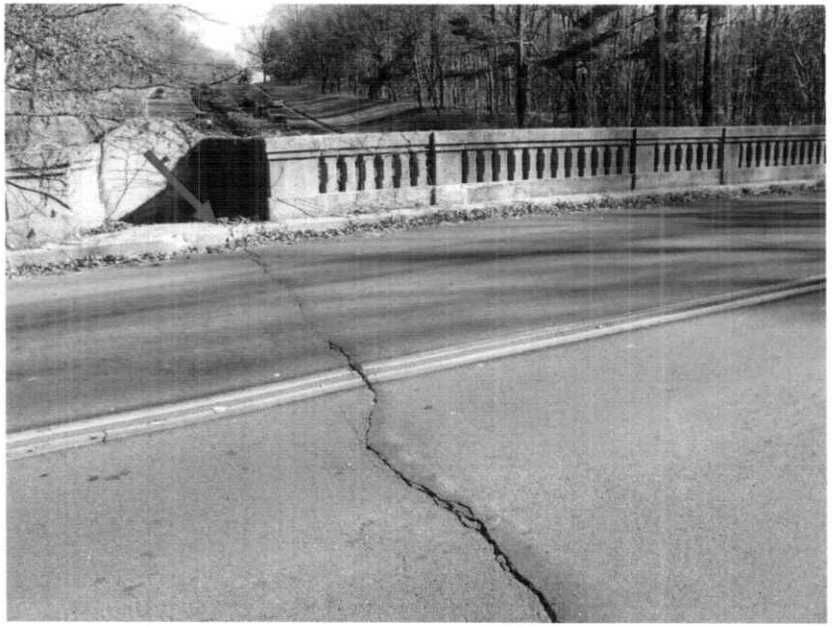
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection

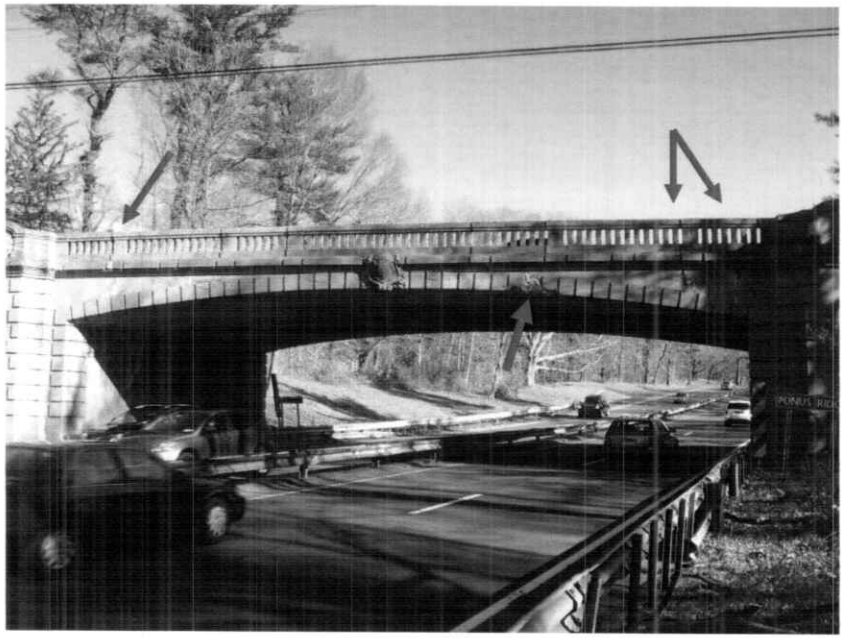
Description 3: Typical overlay condition on bridge showing large pattern mapcracking and random longitudinal and transverse cracks. Shoulder area shows braided longitudinal cracks and moderate raveling. SB lane shown.



Description 4: Transverse crack in overlay at north deck / frame end. Crack aligns with joint in curb / railbase.

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection

Description 5: Looking across bridge from north approach.



Description 6: West elevation showing cracking of fascia at NW and SW corners and severe scale over left lane of NB Rte 15.

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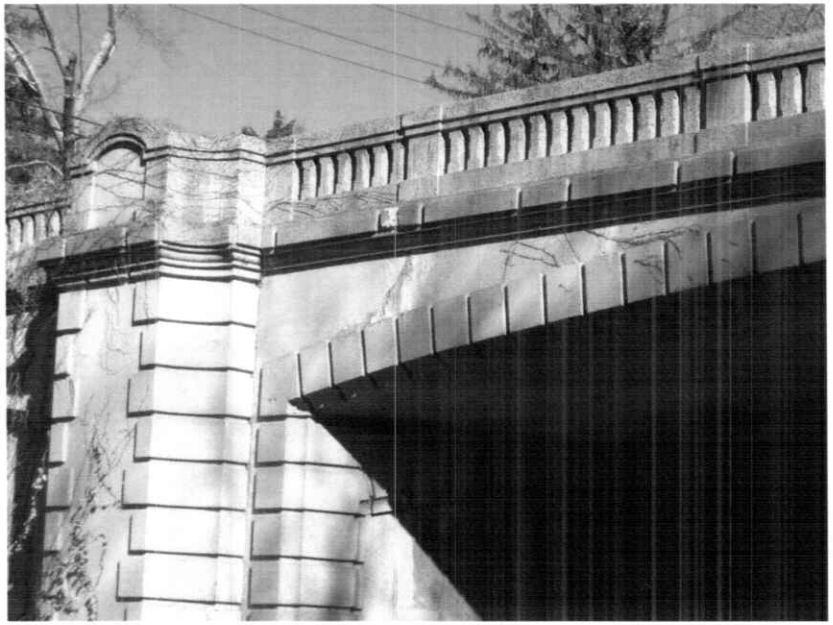
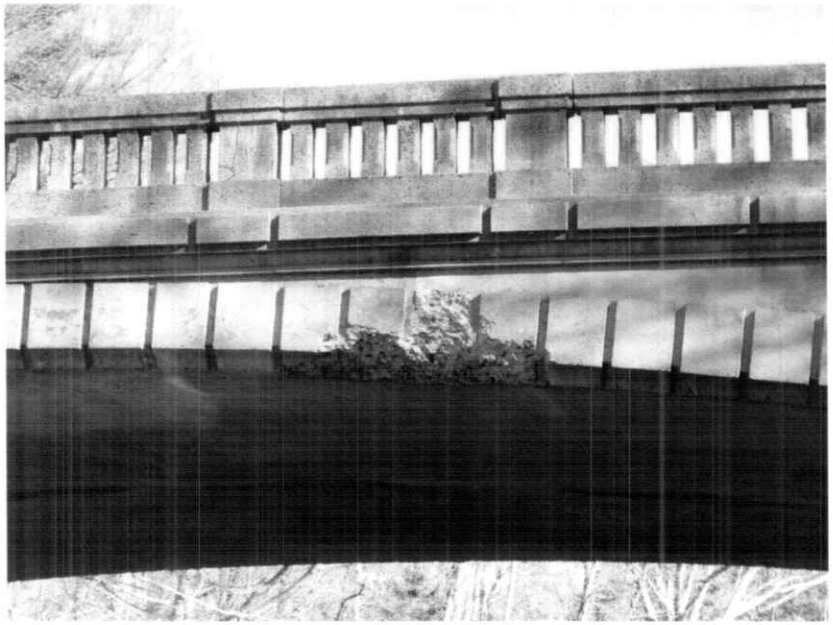
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 7: Close up of 1/16" open crack of fascia at NW corner (negative moment area).



Description 8: Close up of severe scale on fascia (5.5 SF x 3" deep) near midspan.

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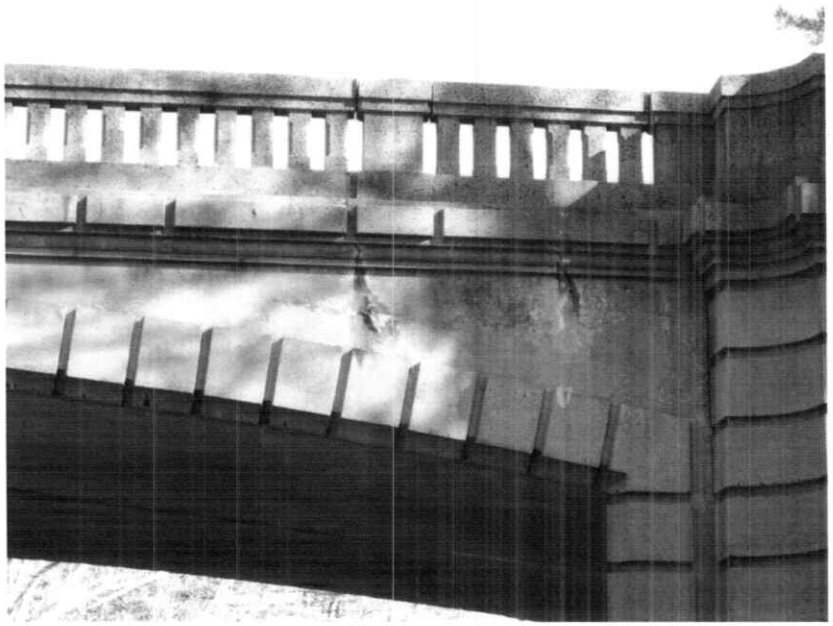
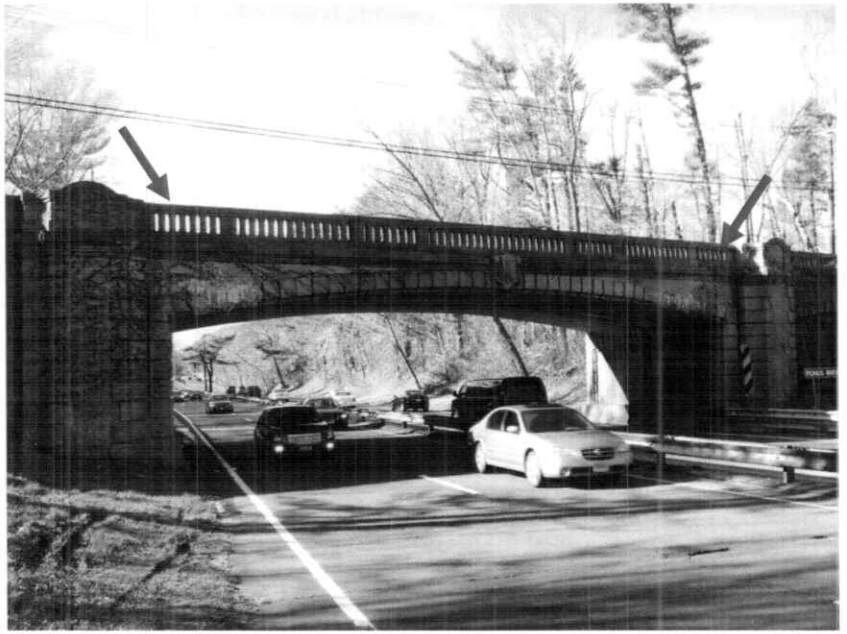
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 9: Close up of cracking of fascia at the SW corner (cracks open 0.40" to 1/16").



Description 10: East elevation showing large areas of severe scale on fascia at NE and SE corners.

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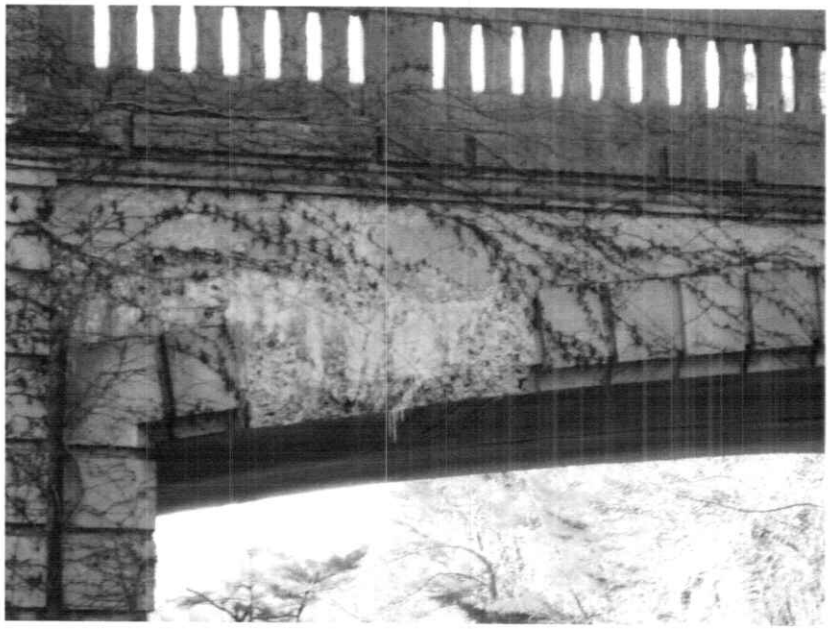
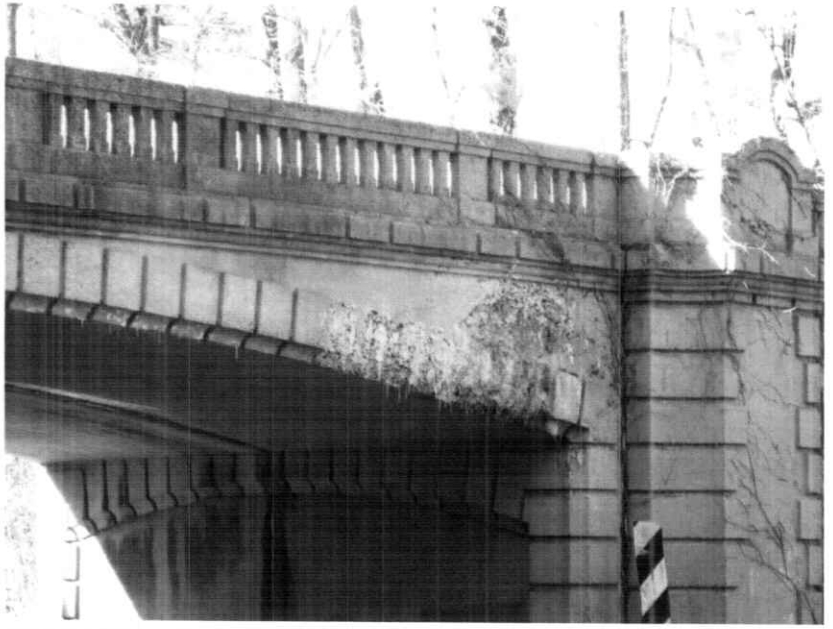
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection

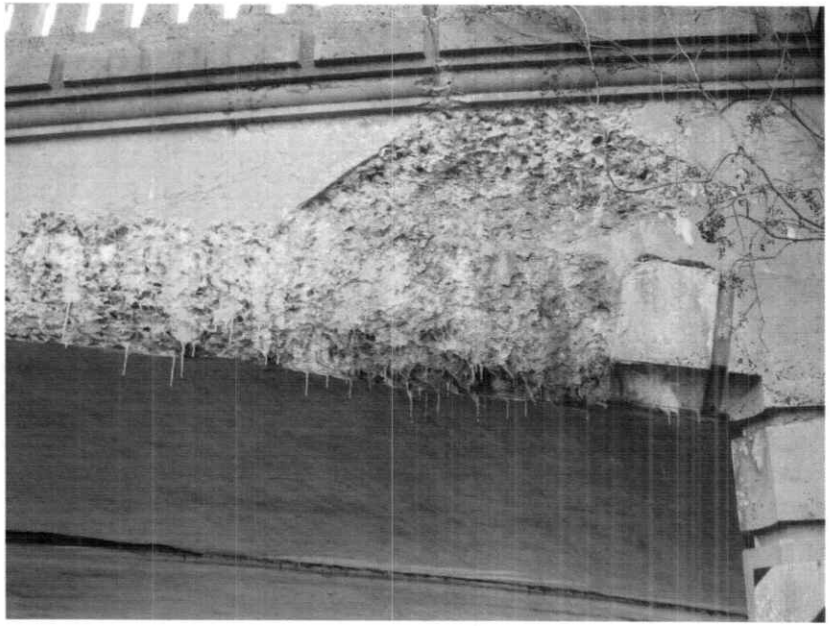


Description 11: Close up of severe scale on fascia at SE corner. Total 19.5 SF x 4.5" deep.

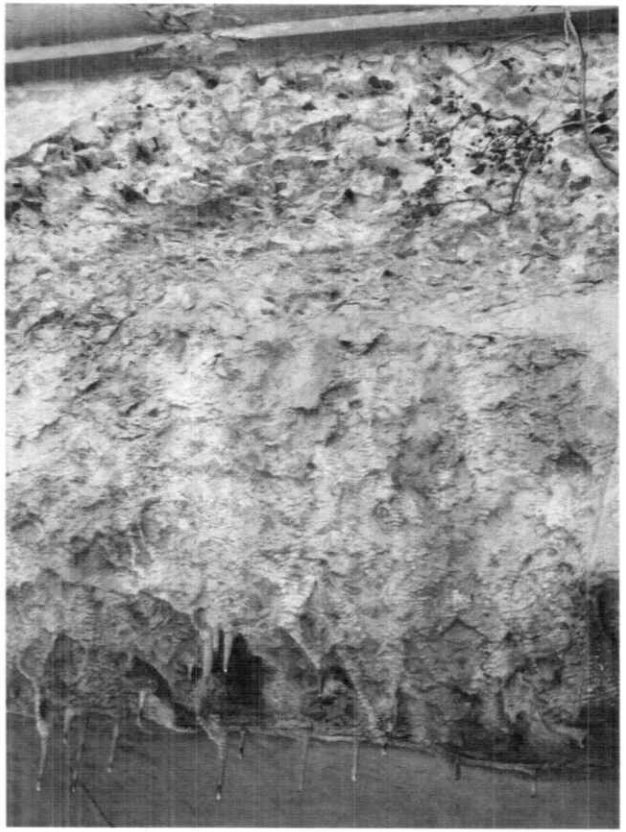


Description 12: Close up of severe scale on fascia at NE corner. Total 39 SF x 8" deep.

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 13: Close up of severe scale on fascia at NE corner. Total 39 SF x 8" deep.



Description 14: Close up of severe scale on fascia at NE corner. Note active leakage and very heavy efflorescence at area of deepest scale.

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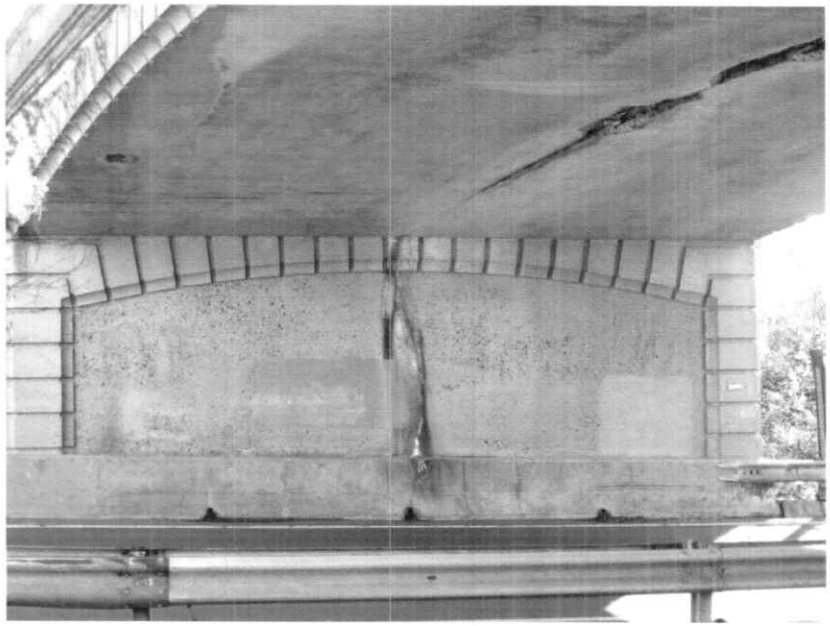
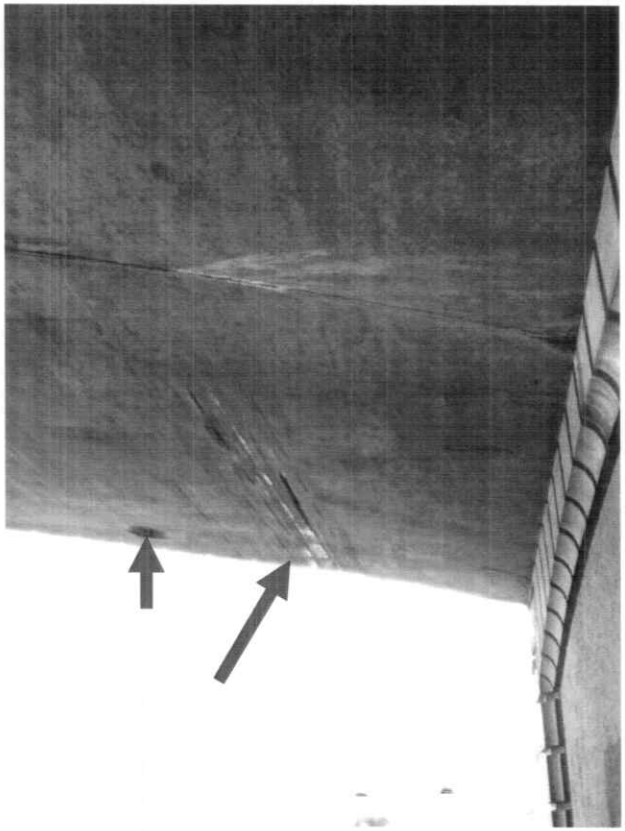
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 15: South frame leg showing vertical crack (0.20" open) with heavy efflorescence and south end of frame slab soffit with heavy spalling and exposed rebars along longitudinal construction joint.



Description 16: Southeast corner of frame intrados showing area of scrapes and isolated spall. Also note staining and efflorescence on either side of longitudinal construction joint.

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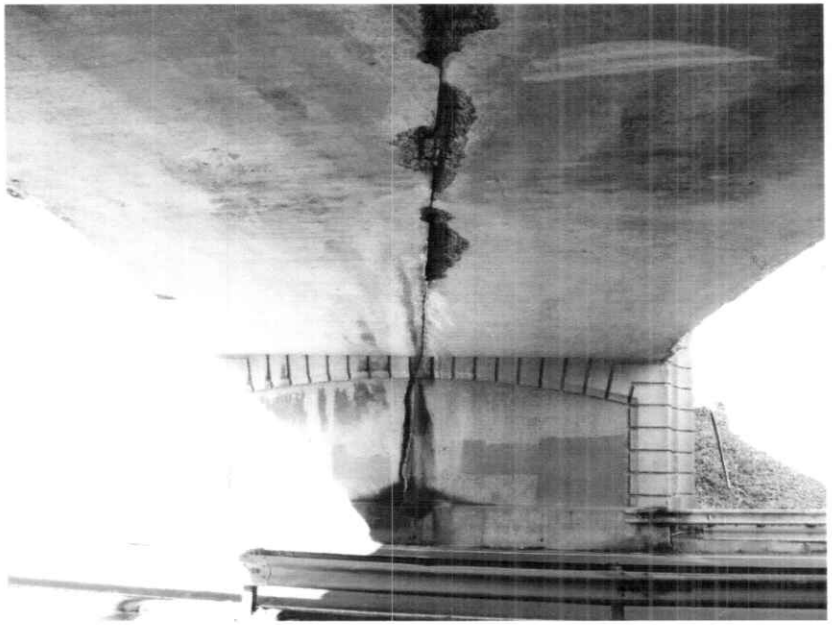
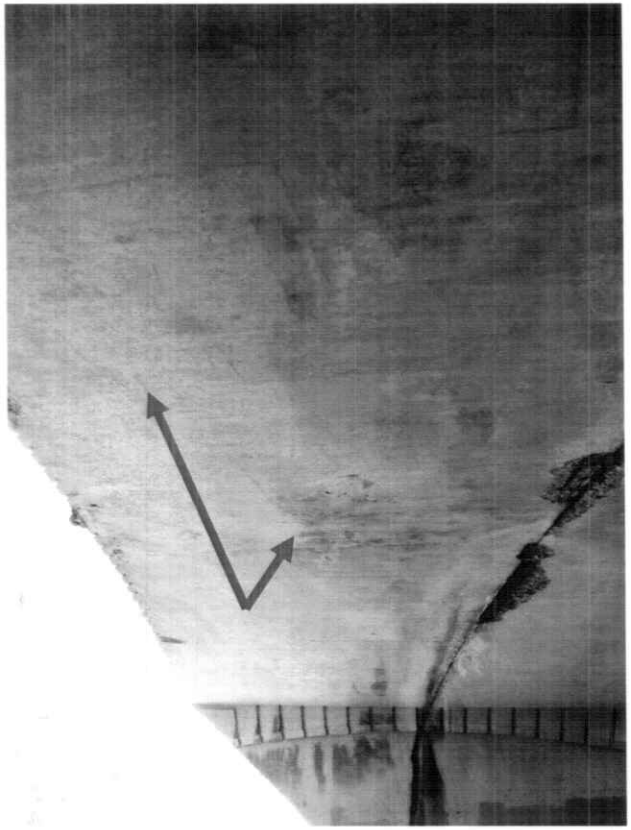
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



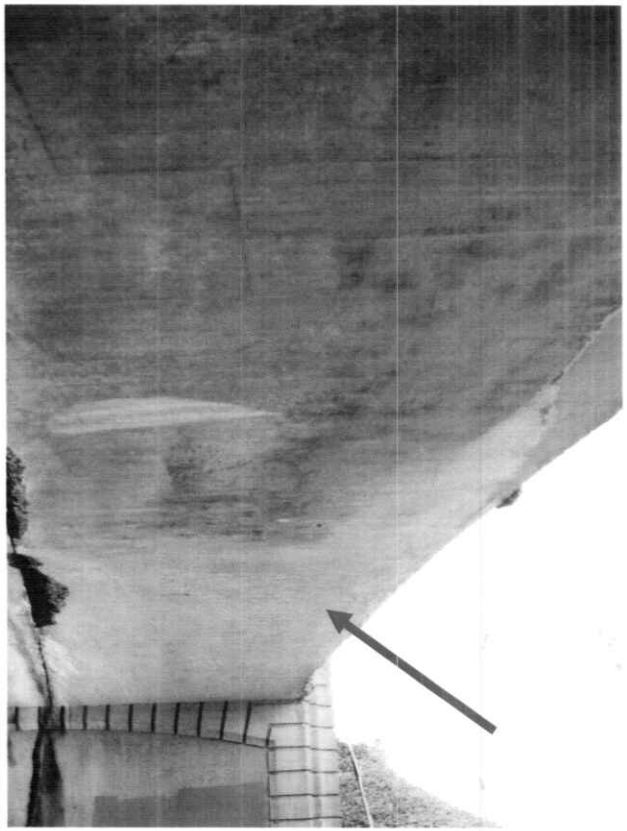
Description 17: General view of north frame leg and frame intrados (slab soffit). Note heavy spalling and exposed rebar along longitudinal joint in intrados and large crack (1/8" open) with associated scale up to 7" wide at north leg.



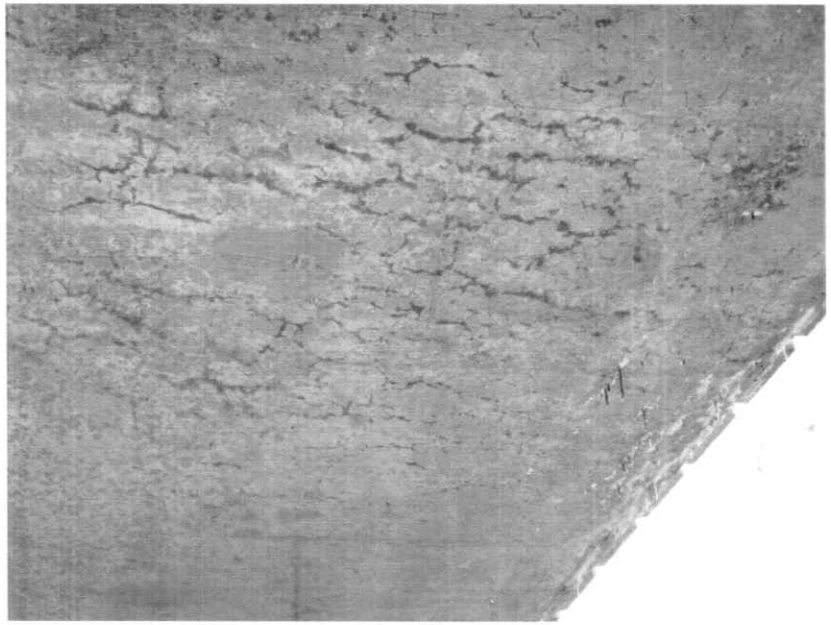
Description 18: West side of intrados showing areas of mapcracking with dampness.

11/25

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection

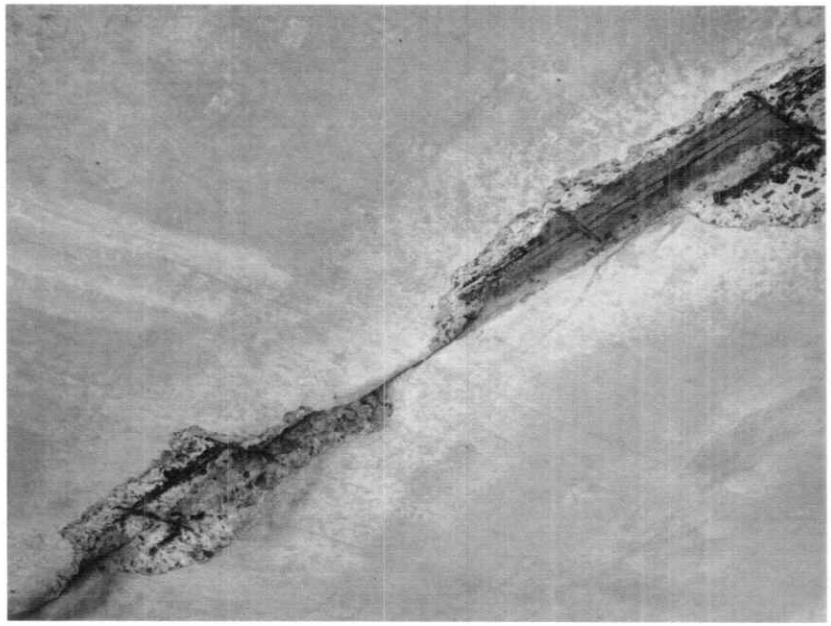


Description 19: East side of intrados showing areas of mapcracking with dampness.

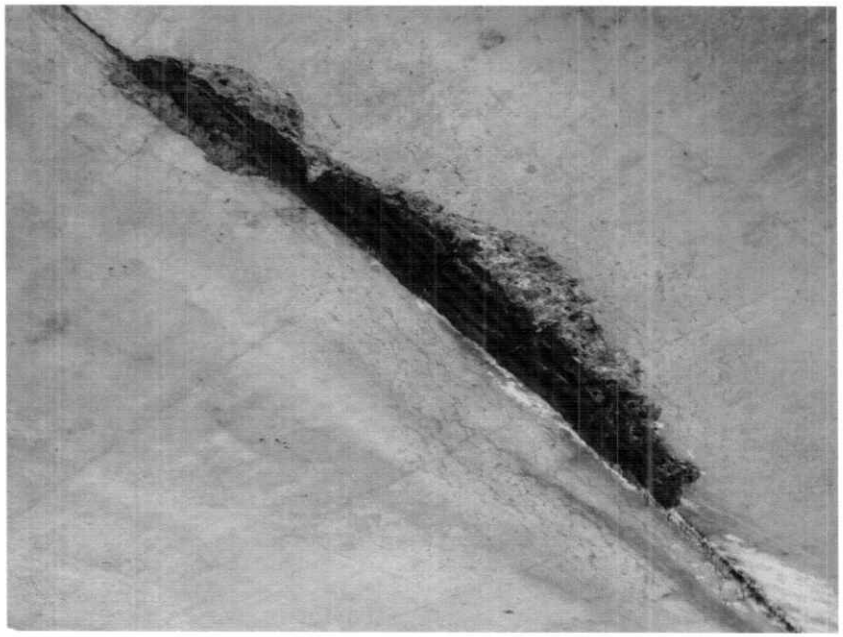


Description 20: Close up of mapcracking in Photo 20 (near tip of arrow).

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 21: View of spalls with exposed rebar along longitudinal joint over NB lanes. Note some rebar previously coated with protective sealer.



Description 22: View of spalls with exposed rebar along longitudinal joint over SB lanes.

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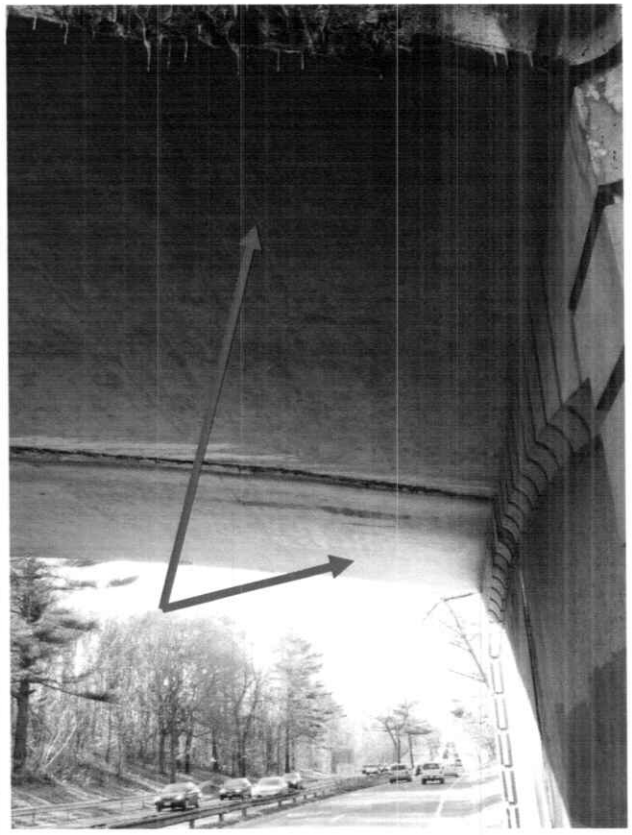
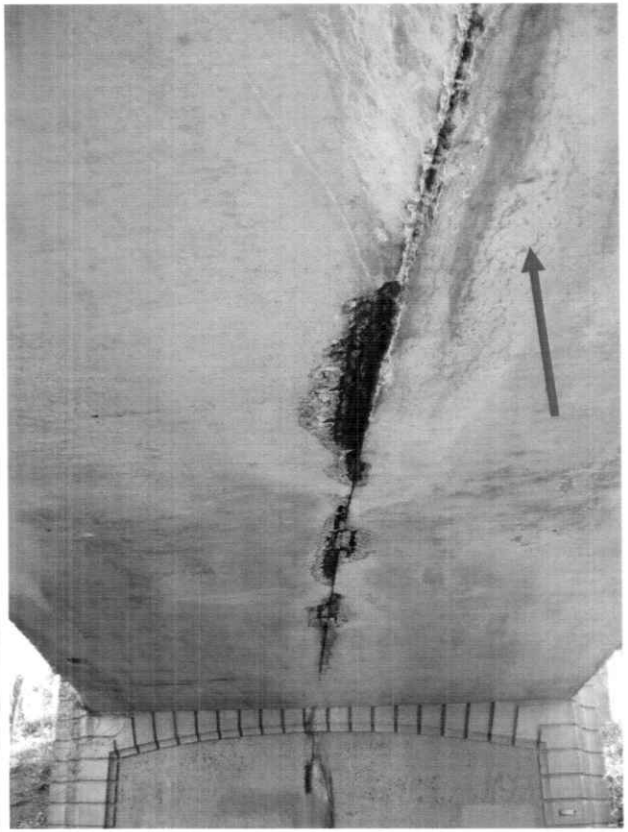
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



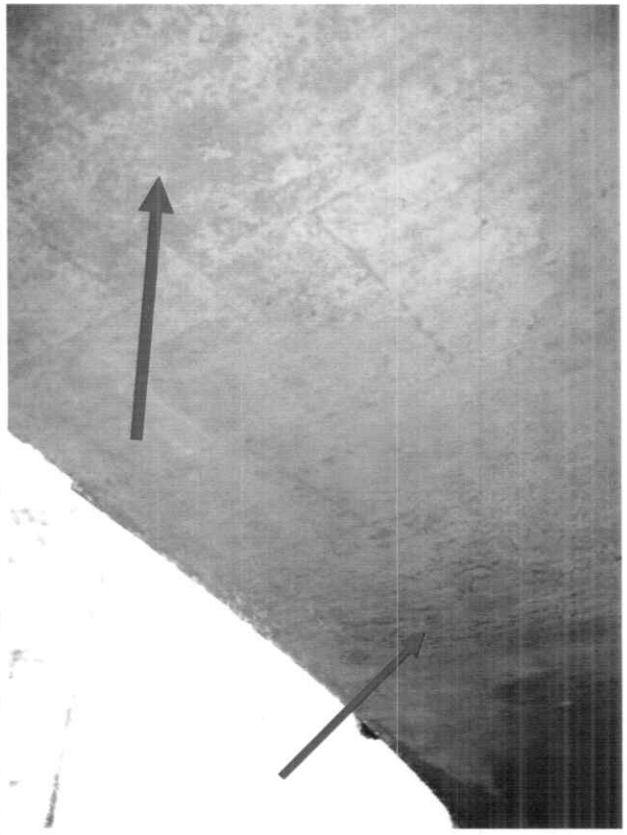
Description 23: View of intrados adjacent to north leg shows areas of discoloration, stains and latent mapcracks.



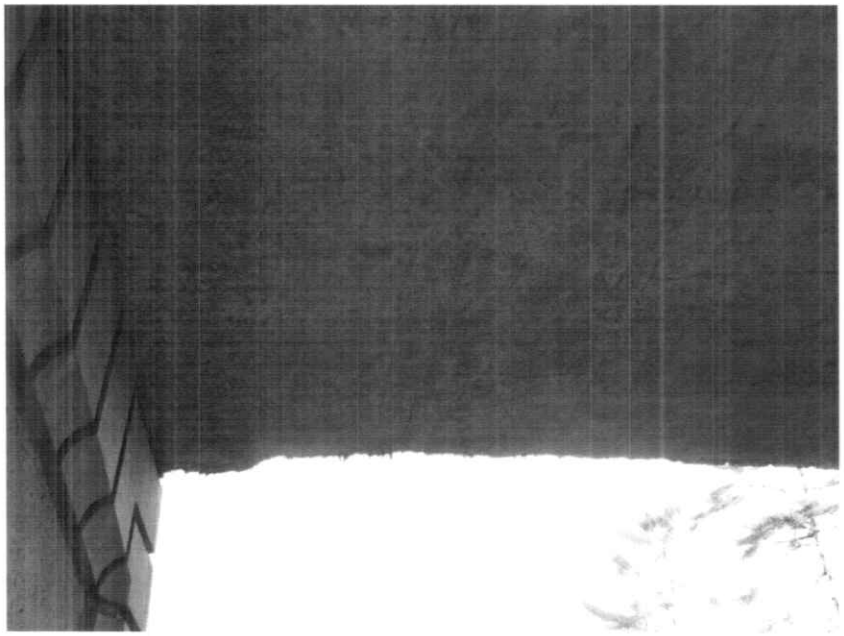
Description 24: View of longitudinal joint from north leg showing heavy efflorescence and adjacent area of braided longitudinal cracks with dampness. Also note extensive spalling and exposed rebar.

16/55

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 25: NE corner of intrados showing area of discoloration stains and latent mapcracks near north leg and area of mapcracking with dampness near midspan.



Description 26: NE corner of intrados showing area of discoloration stains and latent mapcracks near north leg.

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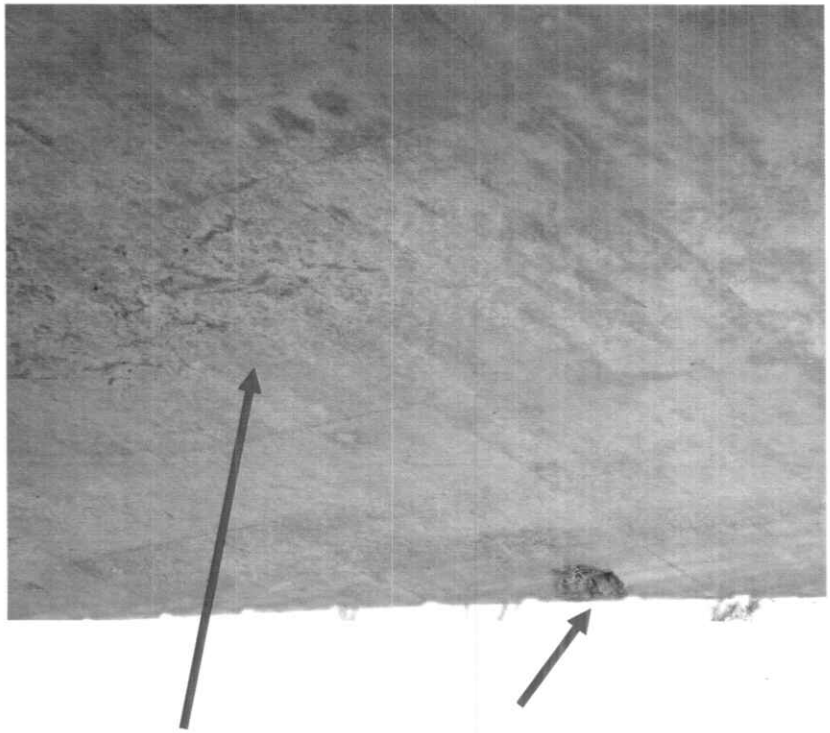
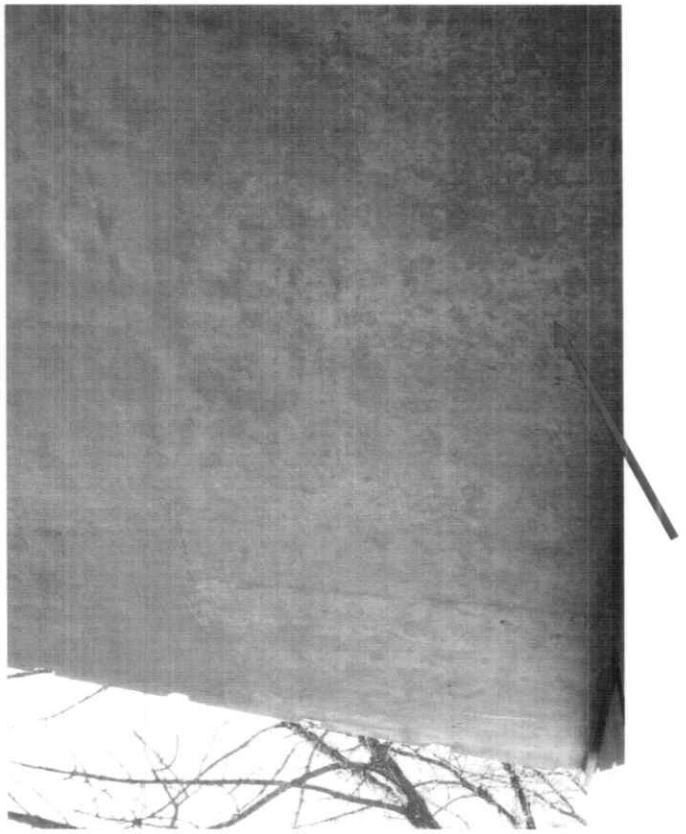
Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 27: West side of intrados showing isolated spall and area of mapcracking with dampness over SB lanes.



Description 28: NW corner of intrados showing area of discoloration stains and latent mapcracks near north leg.

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Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	11-25-2011
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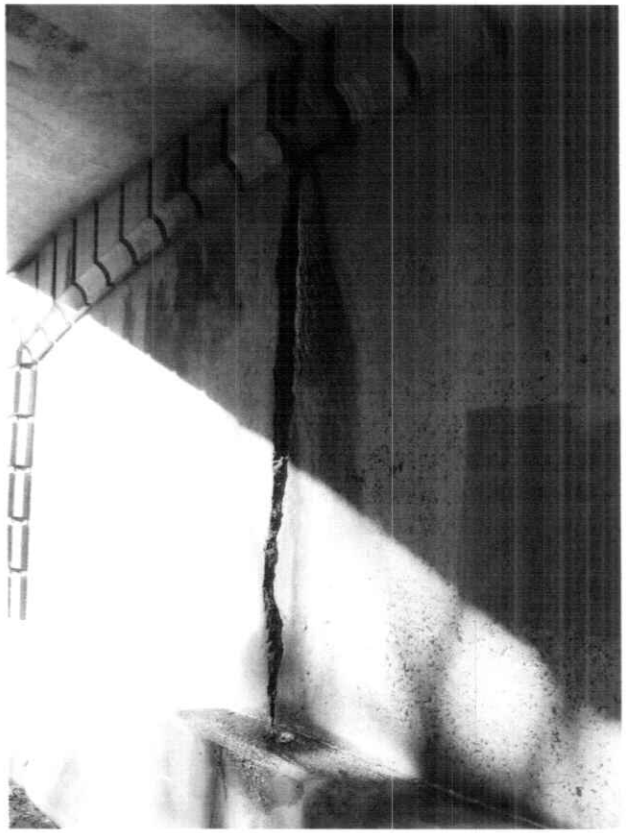
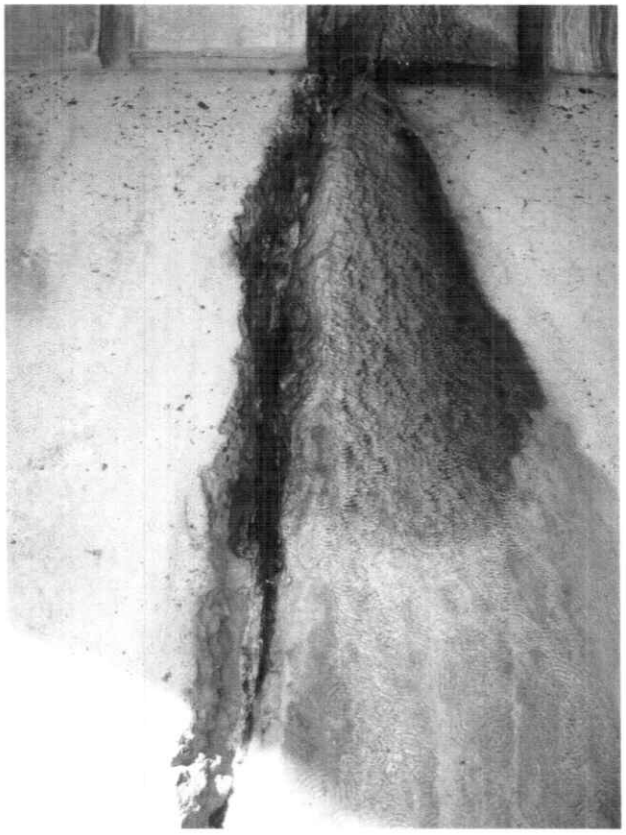


Description 29: North leg of frame showing large crack (1/8" open) with associated scale up to 7" wide x 6" deep. Heavy active leakage at crack is running down over brush wall at leg base.

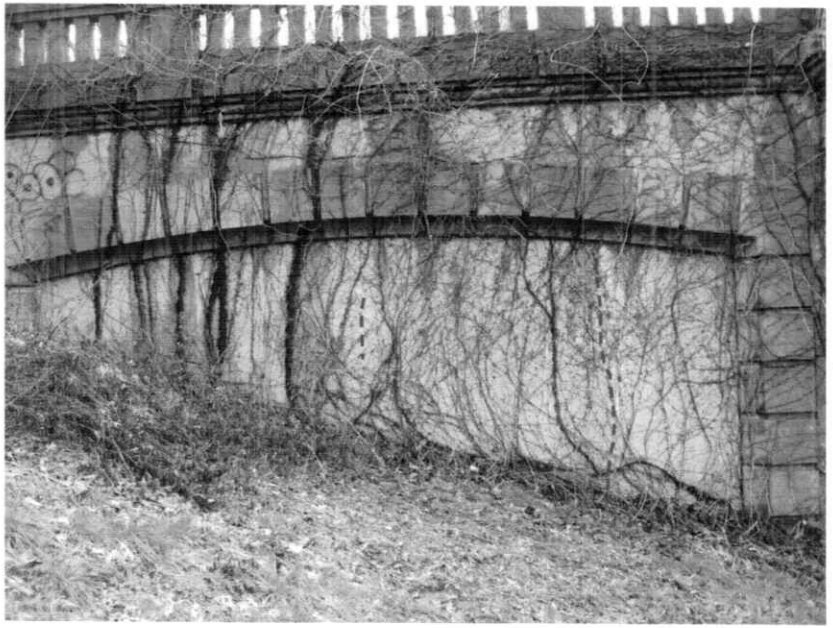


Description 30: North leg showing large crack (1/8" open) with associated scale up to 7" wide x 6" deep. Exposed vertical rebar shows severe rust with 38% section loss. Crack shows heavy active leakage and efflorescence.

38/41

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	12-23-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection

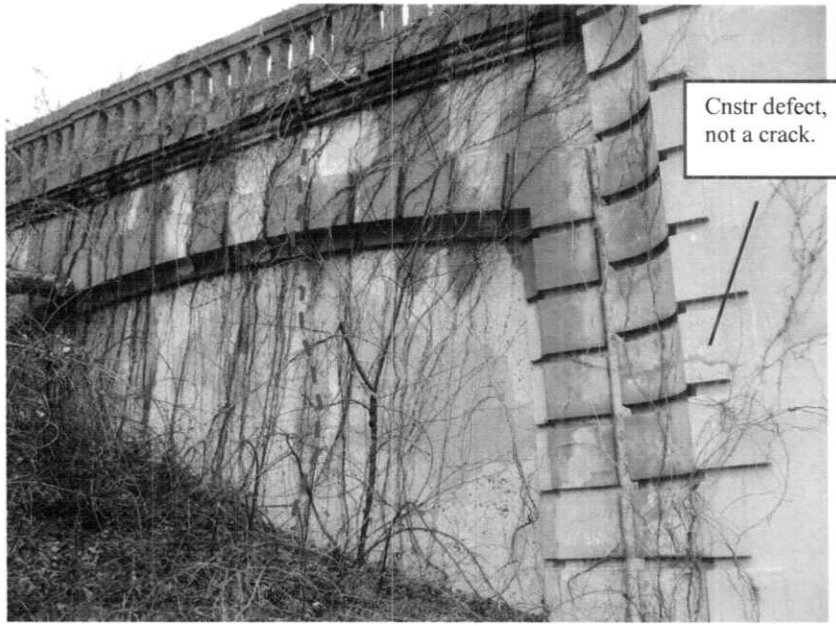
Description 1: SW wing wall showing vertical cracks and spall with exposed rebar.



Description 3: SE wing wall showing an 8 FT and a 30 IN vertical hairline cracks.

57/11

Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	12-23-2011
Feature Crossed:	Route 15	**Project No.:**	Supplemental Inspection



Description 4: NW wing wall showing full height vertical crack open 1/32 IN.

Description 9: NW corner pylon showing horizontal and vertical hairline cracks. Note hairline crack with heavy efflo and adjacent spall at right side of photo. Also note construction defect (not a crack) at left side of photo.

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Bridge No.	00708	**Inspected by:**	R Jantzen
Town:	New Canaan	**Inspected by:**	
Feature Carried:	Ponus Ridge Road	**Date Inspected:**	12-23-2011
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Description 10: NE wing wall showing vertical hairline cracks and large spall with efflorescence and active leakage.

Description 21: Heavy cracking of overlay at NE quadrant of bridge span. Cracks up to 3/16 IN open.